

T OCT 23 1973
Community Affairs File
Unusual Gift
For T. Hulman

INDIANAPOLIS (AP)—A Jeffersonville physician, Dr. J. M. Johnson, turned the tables on Anton "Tony" Hulman with an unusual gift the owner of the Indianapolis Motor Speedway had not expected to receive.

Hulman was host Monday night at his annual press-TV-radio party attended by more than 500 sports and news writers from around Indiana.

After the dinner Hulman prepared to introduce the 1973 500 winner, Gordon Johncock, and other notables but first Dr. Johnson stepped up.

Johnson, a longtime racing enthusiast and medical assistant at many 500s, gave Hulman a custom-made wall clock commemorating highlights of the Terre Haute industrialist's life.

At the 3, 6 and 9 o'clock hour marks the clock face bore miniature radiator ornaments from racing autos once produced in Indiana. The three cars are the Marmon, Stutz and Duesenberg.

At other points on the dial dimes minted in the appropriate year marked such date's as Hulman's birth in 1900, his football days at Yale University in 1923, marriage in 1926, purchase of the Speedway in 1945 and 50th running of the 500 in 1966.

The surprised Hulman replied with a brief reference to the rain-plagued 500 which was run over three days this year.

"I've been embarrassed since the last days of May," Hulman said. "I felt bad all through June." But he said he hoped for a better race in 1974.

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Savings Bond Service Award Given Hulman

MAR 16 1973

In recognition for service to the Savings Bond Program, Anton Hulman, Jr., chairman of the Vigo County U.S. Savings Bond Committee, has been presented a U.S. Treasury Department Citation.

The state of Indiana exceeded all established goals for 1972. For this accomplishment, each county chairman was honored at a luncheon Thursday at Indianapolis. Alfred J. Stokely, president of Stokely Van-Camp, Inc., and chairman of the Indiana Savings Bonds Committee, was the luncheon host.

Stokely discussed the importance of the program and challenged the more than 100 volunteers in Indiana to dedicate themselves anew to the objectives of the 1973 program.

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Hulman, Anton J. Jr.



QUARTER CENTURY OF BOND SALES—Anton J. Hulman, Jr., left, Tuesday was presented with a citation from Henry H. Fowler, Secretary of the Treasury, for 25 years of service as a Savings Bond chairman for Vigo County. The presentation was made by Compton I. White, Special Consultant on Savings Bonds to Secretary Fowler. White was principal speaker at a luncheon that launched a drive for 1967 Savings Bonds and Freedom Shares. (Photo by Bruce)

Hulman, Anton
T. H. Stark 4/12/67

Hulman Receives Citation For Bond Sales Leadership

Vigo County's 25-year bond sale chairman was honored and a new bond and Freedom Shares drive was launched Tuesday at a community leaders' luncheon.

The award, sent by Secretary of the Treasury Henry H. Fowler, was presented to Anton J. Hulman Jr., by Compton I. White, a national consultant to the Treasury on bond sales. It recognized 25 years of service as chairman—and this coincides with the 25-year life of the savings bond program itself, for Hulman has been the only chairman here from the start.

The luncheon was the occasion to gather 80 local labor, banking, business and industrial leaders to recognize their work in payroll deduction bond sales and to explain the new program.

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There now is to be offered the new Freedom Shares, linked to the conflict in Vietnam. Beginning May 1, White explained, these may be bought along with savings bonds and will pay interest at the rate of 4.74 percent if held to maturity of 4½ years, and they are being offered for two years or the duration of the Vietnam conflict, whichever is longer. They otherwise differ from the savings bonds, but are not offered except together with these bonds.

White, in praising the savings bonds, cited the aid they give in managing the public debt, pointing out they save the Treasury approximately \$117,000,000 in interest annually.

One of the great benefits to the buyer, he said, shows up when he or she makes a purchase such as a new home.

Most down payments on homes, he said, come from the "don't take home pay" that has been saved via the relatively painless route of pay roll deduction.

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Hulman, in opening the luncheon meeting in the Terre Haute House, Prairie Room, voiced gratitude for a "great amount of wonderful support" from many in the community that has kept Vigo County high on the list of bond-buying communities and "one of the best supporters of

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bond sales in the state of Indiana."

Donald E. Foltz, Terre Haute area coordinator for the bond sales campaign, declared the bond program is a sound one that everyone can support. The success of the program here, he said, has been marked by labor and management co-operation, and this assures continued high rate of sales.

The luncheon guests, representing all sectors of the community, were introduced by Albie V. Boutwell, Area Manager, Savings Bond Division of the Treasury.

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Benner E. Davenport, Indiana director, explained phases of the pay roll deduction program.

He expressed the strong feeling the Terre Haute area will meet its new goal of \$4,460,250, although this is a 30 per cent step up from last year. He pointed out this probably will require 3,000 new savers. But, he added, sales for the first two months of this year already total \$773,064, indicating sales at or near the needed rate.

In 1955 the quota was \$3,349.

000 for Vigo County, which reached 105.09 per cent, buying \$3,519,752.

As a part of the current campaign, there will be a recheck of area employers with a renewed appeal for participation in the payroll deduction bond saving campaign.

Hulman Sees Race 'Classic' Boost For City

A large delegation of Wabash Valley mayors and other town officials were briefed about the coming weekend's "Tony Hulman Classic" USAC sprint car program during a breakfast Tuesday for which Mayor Leland Larrison and the Terre Haute Area Chamber of Commerce, served as hosts.

The breakfast, which was at the Holiday Inn, gave local officials an opportunity to inform neighboring community officials about details of Saturday's sprint car program, which will be televised nationally on ABC-TV's Wide World of Sports.

Anton Hulman Jr., Terre Haute businessman and owner of the Indianapolis Motor Speedway, was a guest at the breakfast and expressed enthusiasm about the weekend program.

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"What I really like," Hulman said, "is the fact that it (the televised program) will carry word of Terre Haute and the Wabash Valley all over the country. We're pretty fortunate to have Terre Haute selected for this racing first."

Hulman noted he did not believe there had ever been a live

See **HULMAN CLASSIC**
On Page 14, Column 2



ATTEND MAYOR'S BREAKFAST — A sizable delegation of mayors and town board presidents from several Wabash Valley communities were briefed about next Saturday's "Tony Hulman Classic" USAC sprint car race at a breakfast Tuesday at the Holiday Inn. Mayor Leland Larrison, standing at right, and the Terre Haute Area Chamber of Commerce were hosts for the affair. Anton Hulman Jr., Terre Haute business-

man and owner of the famed Indianapolis Motor Speedway, is shown kneeling at the right. Two prominent drivers who will compete this weekend also attended the breakfast. Jimmy Carruthers, defending national USAC Midget Champion, is shown standing second from the left, and Carl Williams, well-known USAC competitor, is kneeling at the left. Williams is entered in Saturday's race. (Photo by House of Photography)

Saturday's race-day program will open with a 9:30 a.m. parade through the downtown area. Practice at the action track will begin at 2:30 p.m. and the first heat race will get underway an hour later. The 40-lap feature race will be scheduled to begin at 4:50 p.m.

+ + +

Saturday's racing card will be blacked out within a 75-mile radius of Terre Haute, but will be telecast via tape delay by W-TWO Sunday afternoon.

Ralph Tucker, executive vice president of the Terre Haute Area Chamber of Commerce, served as master of ceremonies for the Tuesday breakfast.

Race drivers Jimmy Carruthers and Carl Williams, both of whom will be competing in the weekend program, also attended.

Indiana mayors and town board presidents attending included: Bert Morland, Brazil; Hugh McGill, Clinton; James D. Gardner, Martinsville; William Donnelly, Sullivan; E. H. Montgomery, Vincennes; Arthur Risher, Linton; Steve Takash, Oaktown, and Edward Watson, Jasonville.

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Mayors and town board presidents from Illinois who received invitations were: James Layton, Crossville; Peter J. Zurn, Hutsonville; Francis Perkins, Lawrenceville; Carl Zwerman, Robinson; William R. Quinn, Paris, and Carroll C. McDaniel, Palestine.

Many prominent race drivers have been in the Terre Haute area during the last week helping to promote the upcoming program. It was announced previously that Parnelli Jones, Al Unser and Lloyd Ruby will be among those attending Friday night's Tony Hulman Classic Qualification Awards Banquet. Jones, as many area race fans will recall, was a favorite at the Action Track during his climb to racing fame.

The ticket office at the Action Track will open at 10 a.m. on Friday and 9 a.m. on Saturday.

Hulman Classic

Continued From Page 1

national television broadcast of a sprint race. Officials of the Action Track are hoping for a purse of \$25,000 for the Saturday program.

The weekend race card will include qualifications beginning at 3 p.m. Friday and a 6:30 p.m. dinner at the Terre Haute House for drivers, car owners and mechanics.

INDIANA ROOM

LOCAL HISTORY

Speedway Hall Of Fame

6 JAN 9 1976

Will Honor Tony Hulman

Community Affairs

Tony Hulman, president of the Indianapolis Speedway, local business man and philanthropist, is one of five persons to be honored at the annual Speedway Hall of Fame banquet, Jan. 23 at the Westside Knights of Columbus hall in Speedway.

The banquet will also be the 50th observance of the incorporation of the Speedway community site of the world-famous race track.

Guest speaker will be Representative David W. Evans of Indiana's 6th District. More than 300 are expected to attend the affair, according to the Speedway Civic committee, sponsors of the Hall of Fame banquet and other activities in the community.

Others to be honored are Paul V. Clark, civic; Morris D.



TONY HULMAN

Pollard, sports; Kathy Tomlinson Layne, youth; and Lincoln C. Northcott, religion and education. Hulman was selected in the business - industry classification.

Hulman purchased the Speedway in 1945, and became president when it was incorporated in 1954. During the years since he acquired the huge plant, new grandstands and bleachers have been erected, a new observation tower and pits added, a motel, museum, and additional nine holes added to the Speedway Golf Course outside the track, and these 18 holes improved to championship status, a larger race car and classic antique car museum will open this spring, the track resurfaced, additional tunnels built for entry to the infield, and many other improvements made.

Annually, 250,000 to 300,000 race fans witness the greatest spectacle in racing, the Memorial Day race.

The Terre Haute civic leader, president of Hulman & Co. and of several additional business operations, will be 75 in February. He is active in civic affairs, is a past president of the Terre Haute Area Chamber of Commerce, and is a director in other local civic organizations.

He is a graduate of Yale University with a degree in business engineering. Last July, he received the Golden Plate Award during the 14th

annual Salute to Excellence by the American Academy of Achievement. He has also been honored by the Indiana Society of Chicago.

Others to be honored at the banquet have distinguished themselves in a variety of ways. Clark is vice president of American Fletcher National Bank and is active in Speedway organizations and civic affairs; Mrs. Layne, a Purdue University student, represented Speedway in the 1970 Miss Teenage America contest; Northcott, being honored posthumously, served as principal and teacher at Speedway schools; and Pollard, assistant principal at Speedway High school, coached five sectional basketball winners, including three at Speedway.

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Hulman, Anton

T. H. Trib. 5/23/68

Tony Hulman Made '500'

Racing's Greatest Spectacle

Although the International 500-mile auto classic held each Memorial Day at the Indianapolis Motor Speedway truly rates the "greatest spectacle in racing" label that it is accorded each year on the worldwide network that sends thrills of the race to all parts of the

globe, no one is more interested in keeping the "500" in that exalted status than the track owner and president, Terre Haute's Anton (Tony) Hulman.

The speedway operation is far more than the intensive activity that fans see, hear and read about during the month of May

when the "500" actually is in session for running of the trials and then the great race on May 30.

The Speedway is planning far into the future, not only inside the plant, but along the northwest area of the track along Georgetown Road. A new Coca Cola Bottling Co. plant recently was completed in this area and work is expected to get underway this Fall on a new and greater Speedway Museum. Parking difficulties at the present Museum location are a factor in the move for a new center. An industrial park complex and additional parking areas also are planned on the 250-acre site bordering the track.

Although Mr. Hulman has become an international figure and is a target for autograph-seekers at the big race events in Europe, just like at Indianapolis, he still has an easy comradeship and a cheery hello for man - on - the - street friends in Terre Haute that he has enjoyed for many years.

Has Veteran Staff

When Mr. Hulman first purchased the speedway in the fall of 1945 at the instigation of Wilbur Shaw, he selected a capable executive staff that has carried on through the years. This group includes Joseph R. Cloutier, Hulman & Co. treasurer, as vice president; Leonard B. Marshall, president of the Terre Haute First National Bank and prominent local attorney, as secretary; Clarence Cagle as superintendent, and Joseph L. Quinn Jr. as safety director.

After the untimely death of Wilbur Shaw, the three-time 500-mile winner who had served as president and general manager, in 1954 Hulman assumed active direction of the entire Speedway program. With Shaw gone, Tony needed a direct contact man with the racing fraternity who knew all the inside angles of the sport and found him in Sam Hanks, another former winner. Today Hanks carries the title of "Director of Racing." Other members of the management staff include Frances E. Derr, director of ticket sales; Frances Welker, auditor; Albert W. Bloemker, publicity director; and J. H. Jones, official photog-

rapher.

The 500-mile race has always enjoyed fine weather down through the years and many fans became convinced that Tony Hulman had a personal speaking acquaintance with the weather gods. Something happened to spoil the friendship last year and a postponement, the first, was forced after the running of the race was underway scarcely an hour. Everybody who sweated-out the delayed event has high hopes that the Hulman sunshine of old will be blazing on the speedway again when Memorial Day rolls around.

No 1 Attraction

With more than 200,000 seats available and thousands of fans invading the infield sections of the track on race day, the "500" easily rates as America's No. 1 sports attraction. The demand for tickets continues at a terrific pace and thousands of fans order their seats for next year's race a few days after the last event. This has caused Hulman and his staff to study the possibility of erecting a new row of doubledecker grandstands on the back stretch, now occupied only by several bleacher sections. This may come in the future.

Only one of the nine wooden grandstands at the track still exist. All of the new stands are constructed of steel and concrete. The new museum-office building at the main entrance to the grounds was completed in 1956. The new control tower, tower terrace and pit area were built in 1956, along with a new tunnel under the backstretch. The all - new scoreboard, showing positions of the cars during the race plus an accurate lap count, was erected in 1956. A new tunnel under the short straightaway between the north turns was constructed for the 1964 race.

In addition to the speedway property and plans for the new area on Georgetown Road, the Speedway property (537 acres) includes a 27-hole golf course that has been a special project for Mr. Hulman during the past three years. Tony had the pleas-

Continued on Page 20, Col. 5.

Community Affairs File

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Tony Hulman

Continued From Page 17.

ure of hearing top officials of the PGA praise the new layout as a true championship test of golf after last year's playing of the Indianapolis Open, which will be held again in June this year after the race. The golf links also sports a beautiful new clubhouse and 96-unit motel that is the scene of many conventions during the off-racing season.

Despite his many interests, Tony manages to attend most of the championship auto races throughout the country and keeps in close touch with drivers and car owners. In 1958, he traveled to Italy to see the Monza "500" and today finds more foreign drivers than ever competing at Indianapolis. He made a similar trip to Japan in 1966 and is just a man that loves speed.

Community Affairs File

Hulman to Receive Golden Plate Award

FEB 13 1975

By CAROLYN TOOPS
Tribune Staff Writer

Tony Hulman, president of the Indianapolis Motor Speedway and Terre Haute industrialist, has been chosen by the American Academy of Achievement as one of 50 national giants of accomplishment from the great fields of endeavor to receive the Golden Plate Award during the 14th annual Salute to Excellence weekend, June 26-28, in Evansville.

Famed pioneer newscaster-author-adventurer and past recipient of the Golden Plate, Lowell Thomas, who now serves as chairman of the Academy's awards council, made the announcement of Hulman's selection Thursday.

Terre Haute's Tony Hulman, described by Thomas as "the head of one of Indiana's most interesting, diverse, and certainly interesting fortunes," was a top schoolboy hurdler and pole-vaulter, and an All-American end at Yale, where "his engineering training soon became the key to growing success" as an industrialist, civic leader and philanthropist.

A man of world-wide stature, Hulman has been credited with making the Indianapolis "500" a classic in customer comfort and convenience. Since he purchased the Speedway in the 1940s, he has poured millions of dollars into improving and modernizing it.



TONY HULMAN
... picked to get national award

He is president of Hulman and Company, a wholesale grocery and general merchandise business founded in Terre Haute by his grandfather, Herman Hulman, in 1850. One of the most widely used baking powders, Clabber Girl, is manufactured by Hulman and Company.

Hulman has always taken special pride in Terre Haute and gives freely of his time and fi-

nance to spur local development.

Over the years, three generations of the Hulman family have made generous contributions to the city of Terre Haute. St. Anthony Hospital, Hulman Memorial Airport, and the Early Wheels Museum. Other interests include Swope Art Gallery, Vigo County Historical Museum, Indiana State University, Rose-Hulman Institute of Technology and St. Mary-of-the-Woods College.

His most recent contribution was made to the city of Terre Haute for a new 18-hole golf course east of the city.

The son of Anton Hulman Sr., and the former Grace Smith Tony Hulman attended Worcester Academy in Worcester, Mass., and was graduated from Yale University in 1924, earning a degree in administrative engineering.

He and his wife, the former Mary Fendrich of Evansville, have one child, a daughter, Mari (Mrs. Elmer George).

While many people have asked through the years how the impact of the man can be measured, the late Frank McKinney, a business associate and friend, perhaps said it best several years ago:

"I see Tony Hulman as the very essence of the spirit that has made Indiana great. His

Continued On Page 9, Col. 6.

Tony Hulman

FEB 13 1975
Continued From Page One

broad horizon encompass every facet of worthwhile activity and affect every citizen in the Hoosier State in one way or another.

"As an industrialist with his many diversified interests he contributes greatly to the economy. As a sportsman he has made our state internationally famous; as a civic and social leader, he is outstanding.

"Tony Hulman is at the same time a product and stalwart builder of our Indiana heritage."

Past Academy honorees, Dr. Michael DeBakey, Leon Jaworski, Prof. Harold Urey and Dr. Edward Teller will help present the Golden Plates during the "gathering of the greats" at Evansville. Also participating in the symposium and other events will be over 150 national and state champion high school honor students. . . . America's most promising young leaders of tomorrow.

Dedicated to the inspiration of youth . . . "to raise their sights high; to excel in their endeavors" . . . the Academy annually honors, in a different host city each year, exemplars of excellence in business, the professions, the sciences, arts, entertainment, sports and service to fellow man.

Other distinguished members of the Golden Plate Awards Council serving under chairman Lowell Thomas, include Helen Hayes, James Stewart, Dr. Lee A. DuBridge, Marv Wells Lawrence, Irving Stone, Pat O'Phant, Bart Starr, Jonathan Winters, Allen Drury, Curt Gowdy, Peter Graves, Stan Musial, Bobby Orr, John Wayne, Dr. Paul J. Flory, David Wolper, Danny Scholl, Louis Nizer, James A. Michener and Dr. Glenn Seaborg.

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Hulman to Get

JUN 27 1975

'Golden Plate'

JUN 27 1975

One of Terre Haute's best known residents, Tony Hulman, will receive the "Golden Plate Award" during the 14th annual Salute to Excellence this Saturday at Evansville.

The award is given by the American Academy of Achievement to "50 national giants of accomplishment from the great fields of endeavor."

Announcement that Hulman would receive the award was made several weeks ago by Lowell Thomas, famed pioneer, newscaster, author, adventurer, and past recipient of the Golden Plate who now serves as chairman of the Academy's awards council.

In announcing Hulman's award the Academy noted that he headed "one of Indiana's

most interesting diverse, and certainly influential fortunes."

The Academy also described Hulman as "a top schoolboy hurdler and pole vaulter, and an All-America end at Yale, where his engineering training soon became the key to a growing success as an industrialist, civic leader, and philanthropist."

Dedicated to the inspiration of youth—"to raise their sights high to excel in their endeavors"—the Academy annually honors, in a different host city each year, exemplars of excellence in business, the professions, the sciences, arts, entertainment, sports, and service to fellow man.

Over 150 national and state champion high school honor students — America's most promising "Young Leaders of Tomorrow" — will participate in the symposiums and other events during the "gathering of greats" throughout the upcoming weekend.

Continued on page 2, Col. 7.

Hulman to Get

JUN 27 1975
Continued From Page One.

Past Academy honorees Dr. Michael DeBakey, Leon Jaworski, Professor Harold Urey, and Dr. Edward Teller will help present the Golden Plates.

Awards will be made during a 7:30 p.m. dinner at the Executive Inn in Evansville.

Robert E. Green, an alumnus of Indiana State University, serves as chairman for the dinner that will involve some 400 people.

The black tie affair will feature Louis Nizer, author of "My Life in Court," as the featured speaker.

Attending the ceremonies from Terre Haute will be Mrs. Mary Hulman, Mr. and Mrs. Elmer George, Mr. and Mrs. Donald Smith, and Dr. and Mrs. William Bannon.

Hulman, president of Hulman and Company and owner of the Indianapolis Speedway, was born in 1901, the son of Anton Hulman Sr. and the former Grace Smith.

He attended St. Benedict's School in Lawrenceville, N.J., and Worcester Academy in Worcester, Mass.

Hulman was graduated from Yale University in 1924 with a degree in administrative engineering.

At Yale he belonged to the Torch Honor Society and Tau Beta Pi.

In 1966 Hulman also received the honorary doctor of laws degree from Indiana State University, as well as Indiana University's doctor of laws, honoris causa.

Through the past decade Hulman has been best known for his ownership of the speedway that is the home of the Indianapolis 500 auto race and his philanthropic activities.

He has made numerous contributions to the city of Terre Haute, St. Anthony Hospital, Hulman Field, the Early Wheels Museum, the Swope Art Gallery, the Vigo County Historical Museum, Indiana State University, Rose-Hulman Institute of Technology, St. Mary-of-the-Woods College and the Hulman Civic University Center.

Hulman has been involved in numerous civic activities such as the ISU Foundation, the Indiana State Chamber of Commerce, Indiana Flood Control and Water Resources Commission, Terre Haute Area Chamber of Commerce, Research Advisory Board of Purdue University, Board of Managers at Rose-Hulman, Faculty Associate of Indiana University and Olympic Games Committee.

Finally, Hulman has served as a director or officer of the Indiana Gas and Chemical Corporation, the Terre Haute Gas Corporation, the Terre Haute First National Bank, the Tribune-Star Publishing Company, Public Service Indiana, Richmond Gas Corporation, Chicago & Eastern Illinois Railroad, General Telephone, the Alton Box Board Company, the Indiana National Bank, the United States Auto Club and the Indianapolis Motor Speedway Corporation.

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Tributes To Hulman

INDIANAPOLIS NEWS FEBRUARY 28 1977

Tributes to Tony Hulman, who died last night, came from people in all walks of life. Hulman, owner of the Indianapolis Motor Speedway, died in St. Vincent Hospital.

Sen. **RICHARD LUGAR**, R-Ind., and former mayor of Indianapolis, said, "Indianapolis will continue to be his shrine in perpetuity."

"His genius brought pleasure and excitement to race fans throughout the globe and economic vitality and renown to the city of Indianapolis."

"His legacy will remain as long as racing endures as the world's greatest spectator sport."

Mayor **WILLIAM HUDNUT** said:

"The state has lost one of its leading citizens and our city one of our finest friends."

"We mourn the passing of a wonderful gentleman. Tony's warm heart and generous spirit won him the affection of millions, and he will be greatly missed by us all."

"His contributions to the business, sports, civic and cultural life of our city were tremendous, and we will always be in Tony's debt for everything that he gave us in Indianapolis, both inside the Speedway and out."

He was "one of the greatest men I have ever had the pleasure to know," said Dr. **JOHN A. LOGAN**, president emeritus of Rose-Hulman Institute of Technology in Terre Haute.

In 1971 Hulman presented the multi-million dollar Hulman Foundation to the Science and Engineering School, founded in 1917 on 130 acres donated by his father and an uncle. Renamed to also honor the Hulmans, the school has an enrollment of 1,050 today.

"He was sincerely interested in Rose-Hulman and through his generosity provided an opportunity for educational breakthrough at a time when we were faced with financial stringency," Dr. Logan added. "His friendliness and kindness were an inspiration to Rose students when he was on campus."

Dr. **SAMUEL F. HULBERT**, president of Rose-Hulman for the last two years, said:

"We are very sad at his passing."

In New Lebanon, Ohio, **HARLAN FENGLER**, who for 18 years was chief steward at the Speedway and was a close friend of Hulman's, broke into tears when informed of the death.

"I'm so sorry to hear that. All I can say is all the years I was there I never knew a finer gentleman. Although he was owner of the Speedway, he never interfered with the rules in the running of the race. My association with him as chief steward was a pleasant one."

CLARENCE CAGLE, for many years Speedway superintendent and vice president until retiring last summer, said:

"This is something we've known would happen one of these days but could never be prepared for. All I want to do now is go back and see what help I can be with Tony's family. Tony and his wife, Mary, once said they more or less considered me like a son, and I think of them as part of my life and family."

DICK KING, president of the United States Auto Club, which sanctions the 500, said:

"Tony was in such good shape the last few times we saw him. Last week he hosted the annual press party for 800 media people. We've always known that Tony Hulman was The Speedway. Now it's a whole new ballgame. He has always done so much for so many people and was not just a racing personality. Everyone connected with racing will feel his loss."

THOMAS BINFORD, chief steward of the Indianapolis 500 and chairman of Indiana National Bank, said:

"Tony was almost a legend in his lifetime. He filled a very unique niche in the life of Indianapolis, Indiana and in auto racing throughout the country. His passing will be felt in many ways. We have all lost a great friend."

J. C. AGAJANIAN, veteran car owner, said "If I ever had an idol, it would be Tony Hulman. I think he was the greatest man who ever lived to come out of racing. He was as great a man off the race track as he was on the track. He certainly is going to be missed by all of us."

"I can't believe it," said **SAM HANKS**, director of racing at the Speedway and the 1957 winner there. "It's a tremendous loss to racing and to everyone concerned with it. He was one of the finest, most gracious men I ever knew or worked with. It's hard to believe he's gone."

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MRS. ANTON HULMAN JR. was honor guest at a reception held on Sunday at St. Mary-of-the-Woods College. During the reception a picture of Mrs. Hulman was on display which will hang in the Indiana Room of the new college library. The room will be used as a meeting room for the Board of Trustees of the college. Pictured, from left, are Mrs. A. J. Rumely, chairman of the board of trustees; Don Smith, new board member; Mrs. Hulman and Mrs. Don Smith.

Photo By House of Photography

Mrs. Hulman Honor Guest At Reception at Woods

A reception on Sunday in the Rare Book Room of the college library at St. Mary-of-the-Woods College honored Mrs. Anton Hulman Jr. Mrs. Hulman was honored for her support of St. Mary-of-the-Woods College though the years since her graduation from St. Mary-of-the-Woods Academy in 1923.

Mrs. A. J. Rumely, chairman of the Board of Trustees of the college, formally extended appreciation to Mrs. Hulman and acknowledged receipt of a portrait of Mrs. Hulman which will be placed in the library.

Mrs. Rumely noted she has been a loyal friend of the Woods, having established scholarships, making a modern language laboratory possible, and giving the Indiana Room in the new library.

"Some time ago we asked Mrs. Hulman if she would give us a portrait to place in the room and she graciously agreed," Mrs. Rumely said.

"Jean Heath, a well known portrait artist from Robinson, Ill., painted the portrait we are about to receive today."

The portrait will hang in the Indiana Room, which is used as a meeting room for the Board of Trustees of the College.

Two other illustrious women also have their portraits in the room. They are Amelia Kussner Coudret, a well known artist, and Louise Kussner Clore, both daughters of a well known Terre Haute family.

Guests at the reception were members of the Board of Trustees of the college, administration officials, faculty and students.

SEP 13 1973
Community Affairs File

THE TRIBUNE, TERRE HAUTE

Hulman, Rankin



AUTO RACING SCENES PRESENTED TO HULMAN—Color transparencies of five memorable racing scenes were presented last week to Tony Hulman, right, Terre Haute business executive and Indianapolis Speedway owner, by Dr. Alan C. Rankin, left, president of Indiana State University. Mounted in a framed, backlighted shadow box, the scenes are ISU Audio-Visual Center reproductions of a recent showing at the Swope Art Gallery.

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MRS. ANTON HULMAN JR. was honor guest at a reception held on Sunday at St. Mary-of-the-Woods College. During the reception a picture of Mrs. Hulman was on display which will hang in the Indiana Room of the new college library. The room will be used as a meeting room for the Board of Trustees of the college. Pictured, from left, are Mrs. A. J. Rumely, chairman of the board of trustees; Don Smith, new board member; Mrs. Hulman and Mrs. Don Smith.

Photo By House of Photography

Mrs. Hulman Honor Guest At Reception at Woods

A reception on Sunday in the Rare Book Room of the college library at St. Mary-of-the-Woods College honored Mrs. Anton Hulman Jr. Mrs. Hulman was honored for her support of St. Mary-of-the-Woods College through the years since her graduation from St. Mary-of-the-Woods Academy in 1923.

Mrs. A. J. Rumely, chairman of the Board of Trustees of the college, formally extended appreciation to Mrs. Hulman and acknowledged receipt of a portrait of Mrs. Hulman which will be placed in the library.

Mrs. Rumely noted she has been a loyal friend of the Woods, having established scholarships, making a modern language laboratory possible, and giving the Indiana Room in the new library.

"Some time ago we asked Mrs. Hulman if she would give us a portrait to place in the room and she graciously agreed," Mrs. Rumely said.

"Jean Heath, a well known portrait artist from Robinson, Ill., painted the portrait we are about to receive today."

The portrait will hang in the Indiana Room, which is used as a meeting room for the Board of Trustees of the College.

Two other illustrious women also have their portraits in the room. They are Amelia Kussner Coudret, a well known artist, and Louise Kussner Clore, both daughters of a well known Terre Haute family.

Guests at the reception were members of the Board of Trustees of the college, administration officials, faculty and students.

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Community Affairs File

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Hulman Group Takes Over Ontario Track

Community Affairs File 5 APR 11 1973

By TOM RECK
Star Sports Editor

ONTARIO, Calif. — A group headed by Indianapolis Motor Speedway President Anton Hulman and former Indianapolis 500 winner Parnelli Jones has taken over operations of the Ontario Motor Speedway, assuring the United States Auto Club of a championship-car Triple Crown schedule again this year.

The city of Ontario has approved the group's taking over and reopening the financially plagued speedway. Final approval of the proposal must come from holders of \$25.5 million in bonds sold to finance construction of the racing plant which opened in 1970.

According to wire dispatches, a group representing the bond holders has given a verbal okay to the move. The group gained unanimous approval by the Ontario city council and non-profit board overseeing operation of the track.

+ + +

The new group, headed by Hulman and Jones, would have options after this year for a 10-year lease agreement starting next January.

Jones, who heads a "super"

racing team composed of Mario Andretti, Joe Leonard and Al Unser and also sells cars along with Vel Miletch, told wire services, "This way we have a year to find out if the track can be

See HULMAN
On Page 5, Column 3

Hulman

Continued From Page 1

operated successfully. We honestly don't know yet. We do know that it will take all the cooperation of the community, drivers, car owners, manufacturers, racing fans and sanctioning bodies to make it happen."

According to The Associated Press, principals in the group are Jones, Hulman, Miletch, Jim Cook of California and attorney Dudley Gray. Ontario investors named were Peter Firestone, Michael Slater and Arthur D. Hale.

According to AP, Hulman has 51 per cent control of the new group and is chairman of the board, while Jones reportedly has 49 per cent.

Jones told AP, "For all practical purposes our agreement with the city of Ontario has been finalized. However, the effective date of the lease hinges on getting proper sanctioning agreements from USAC. Naturally, we don't expect any problem on that score."

Hulman said his Indianapolis staff would work closely with the Ontario people.

+ + +

The race plant has been closed since last November when

former operators were unable to come up with the semi-annual interest payment on the \$25.5 million bond issue that financed the operation.

It was vital that a new operator be gained for the track in order to begin plans for the Sept. 2 California 500 for Indianapolis-type championship cars. The Ontario event, along with the May 28 Indy 500 and the July Pocono (Pa.) 500, make up USAC's Triple Crown.

Jim McElreath won the initial California 500 in 1970, Joe Leonard won in 1971 and Action Track favorite Roger McCluskey took honors last fall.

The track has been the site of features by all four main sanctioning bodies for cars: NASCAR, USAC, Sports Car Club of America and National Hot Rod Association. NASCAR's Miller 500, scheduled for March, earlier had been postponed for this year.

The California 500, scheduled the Sunday before Labor Day, will be the first main event at the track. SCCA runs various regional and national sports car events at the site and NHRA has had Supernautals for drag racers in the fall.

+ + +

Ontario also has been used for tests by major tire companies and a driving school has been operated at the track. At the

same time, the facility has been used for commercials made for automotive firms.

Included in the 700-acre layout are a 2.5-mile oval for championship and stock car racing, a 3.19-mile road course for sports cars and a quarter-mile drag strip. Construction began in 1968 on the facility located north and east of Anaheim.

Every major race has had top-notch spectator support. More than 125,000 fans attended the first California 500 in 1970. Lack of fan support has not been the problem.

Earlier this year, a new owner took charge of Michigan International Speedway located at Jackson, Mich. That site had been involved in bankruptcy proceedings. Scheduled at that oval is a July 15 USAC doubleheader for championship and stock cars.

Hulman took over operations of the Indianapolis Motor Speedway in the 1940s. The May Hoosier show has been racing's premier event in the world under his ownership.

The track will open in Indy April 28 in preparation for the "last Monday in May" running of the classic.

Many of the drivers who'll be in the capital city will be in Terre Haute for the third annual running of the Tony Hulman

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RACING SCENES — Dr. Alan C. Rankin, left, Indiana State University president, presents color transparencies of five memorable auto racing scenes to Tony Hulman, Terre Haute businessman and Indianapolis Motor Speedway owner. The scenes, mounted in back-lighted shadow boxes, are ISU Audio-Visual Center reproductions of a recent showing at the Swope Art Gallery.

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RACING TIME—Tony Hulman (left), president of the Indianapolis Motor Speedway, was an honored guest at Bryant Air Conditioning Co.'s press luncheon yesterday announcing the firm's spon-

sorship of a car in next month's 500-mile race. Left to right are Hulman; William E. Hood, president of Bryant; driver Tom Bigelow and car owner Rolla Vollstedt. (Star Photo)

Community Affairs File

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Hulman, Parnelli Community Affairs File Will Head Group

Hulman, Anton
ONTARIO, Calif. (AP)—The nation's granddaddy of race tracks and one of racing's biggest names joined forces to revive the \$25.5-million, three-year-old Ontario Motor Speedway.

Pending expected approval from bondholders, a partnership including Indianapolis Motor Speedway and Parnelli Jones will reopen and operate the 700-acre racing plant "as soon as possible" Jones said.

City of Ontario officials gave unanimous approval Tuesday to the proposal for a rest-of-the-year lease with a 10-year option starting Next Jan. 1.

Jones, former Indianapolis 500-winning driver from Palos Verdes, Calif., who now builds race cars, and owns car and tire dealerships, said the first scheduled event will be the California 500 Championship auto race on Sept. 2.

Jones and Tony Hulman, president of Indianapolis Motor Speedway, head the group called Ontario Motor Speedway Operating Company, Ltd. (OMSOC), which will try to rejuvenate the facility shut down except for tests since late last year.

The previous operator, Ontario Motor Speedway, Inc., caused the closure when it informed the city it was defaulting on its Dec. 15 rent payment, semi-annual bond interest due to bondholders.

When a new operator couldn't be found, or couldn't gain bondholder approval, a NASCAR stock car race scheduled earlier this year had to be canceled.

Hulman said Joseph R. Cloutier, executive vice president of Indianapolis Motor Speedway, is a vice president of OMSOC and other members of the Indianapolis staff will work on the operation of Ontario Motor Speedway.

Hulman will be chairman of the board and Jones president of OMSOC, which agreed to pay a \$466,500 bill for back taxes and taxes coming due soon. A reserve fund held by the city will provide a payment due bondholders due in August.

"This way we have a year to find out if the track can be operated successfully," said Jones. "We honestly don't know yet."

The long-term lease has two options—a minimum payment of \$500,000 a year or, either the first \$450,000 in profit or one-half of the total profit, whichever is greater.

The more than 50-page proposal calls for paying off by 1998 the 7½ per cent municipal revenue bonds sold to finance the speedway's construction.

"For all practical purposes," Jones said, "Our agreement with the city of Ontario has been finalized. However, the effective date of the lease hinges on getting proper sanctioning agreements from the United

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Argentinians Present '27 Ford to Speedway Owner

Community Affairs File JUL 27 1972

By MARY ANNE FIERCE
Tribune Staff Writer

Spanish adventurers who pushed up the Plata River in search of silver had nothing on a pair of modern day adventurers who pushed their 1927 Ford across South and Central America to the land of the Indianapolis Motor Speedway.

Their Spanish ancestors may have discovered Argentina, but Livio Jose Maltagliatti and Pedro Nunez Flores discovered much more. Namely, it's a long way from Rafaela, Argentina, particularly if you are driving a 45-year-old car, captured by guerrillas and set afloat in the

Pacific Ocean on a homemade raft.

Maltagliatti, a magazine editor from Rafaela, began the journey Dec. 2 as a representative of the Club Atletico de Rafaela. His purpose was to drive the antique vehicle to Indianapolis in time for the 1972 "500" Mile Race.

The trip was to be a return visit with Indianapolis Speedway owner Anton Hulman Jr. and others who were guests of the Rafaela club during Argentina's "300 Indy" race last year.

Maltagliatti's original partner became ill in Peru and Florez signed on as mechanic and navigator.

They traveled at average speeds up to 20 kilometers an hour (approximately 12 miles) but increased their velocity considerably when brakes failed on mountain roads in Costa Rica.

Nothing forced them to turn back, not even a band of Co-

lumbian guerillas who held them captive or a dwindling cash supply or an impossible swamp.

The guerillas they handled with smooth flowing Spanish. The cash supply improved with the sale of personal items. Fishermen bridged the gap blown in the journey by the swamp. They constructed a raft and set the men and their vehicle afloat in the Pacific, routing them around the hog back to Panama.

Although, their vehicle failed to perform as well as Indianapolis-type cars, the remainder of the 16,000-mile journey into the United States was a Sunday drive, almost.

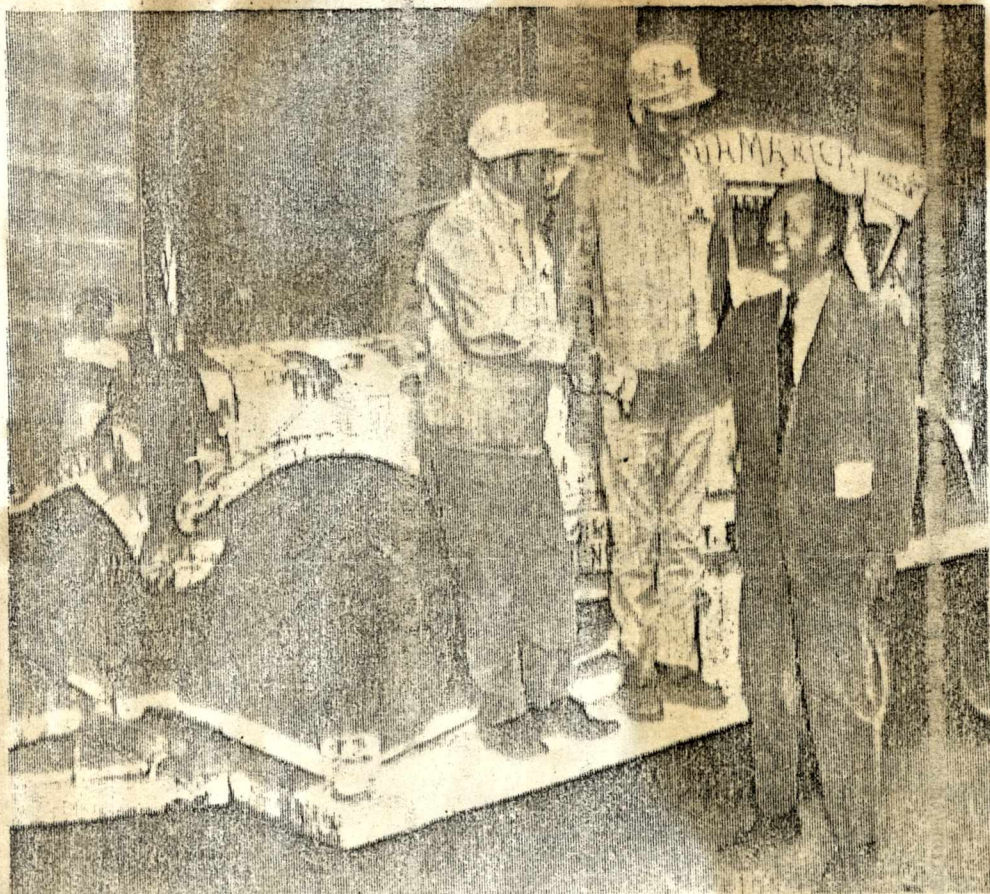
Neither man speaks English. At the U.S.-Mexican border, Maltagliatti was halted until he could get a visa. Florez boarded a bus and completed the trip to Indianapolis.

Hulman provided a truck, transport trailer and driver to return to Laredo and bring the men and machine to Indianapolis. John Pazos, a Cuban who works partime at the Speedway, went along as interpreter.

Their difficulties were all but erased Tuesday when they were taken on a tour of the famed "500," only seven weeks later than their scheduled arrival.

The 1927 Ford will remain in the Early Wheels Museum as a gift from the South American club. Maltagliatti and Flores will return to their countries with souvenirs of the trip and memories of the red carpet treatment they received from Hulman and other Speedway officials.

Community Affairs File



SIXTEEN THOUSAND MILES LATER—Livio Jose Maltagliatti, center, and Pedro Nunez Flores, left, present a 1927 Ford to Indianapolis Motor Speedway owner Anton Hulman Jr. The men drove the vehicle from Rafaela, Argentina, as a gift from the Club Athletico de Rafaela to Hulman. Martin Photo.

Hulman, Anton

Indpls-Star 5/30/76

Who Wouldn't Know Tony's Secretary?

Biography — Swango

By BONNIE BRITTON

"Why should anyone recognize ME?" asks June Swango, secretary to Anton Hulman Jr., as she stretches out her tan legs and plops bare feet onto the seat in front of her on the Tower Terrace.

She calls herself just another of the many people who work at the Indianapolis Motor Speedway, but she's almost as much a fixture at the 2 1/2-mile oval as her famous boss, attending manufacturers' parties on behalf of the track; acting as a goodwill ambassador; solving problems that might otherwise go unsolved, and assuming the role of liaison between the "500" Festival and the track.

And there are maybe three dozen other good reasons why she is such a familiar figure around the Speedway.

ELEVEN MONTHS OF THE YEAR Mrs. Swango is a resident of Terre Haute but, during the month of May, her heart belongs to the 500-Mile Race.

"I won't say how long ago it was, but just out of high school I went to work for Clabber Girl, the baking powder company (owned by the Hulman family)," she says.

Then she became an employee of the Terre Haute Gas Corporation, working as secretary to Joe Quinn, who is safety director of the Speedway.

"Mr. Hulman bought the track in 1946, but that year I was a spectator. In 1947, I worked for Mr. Quinn at the Speedway and I've been here every May since."

As secretary to the safety director, Mrs. Swango was "concerned with safety arrangements, anything to do with public safety."

GRADUALLY HER JOB EVOLVED into what it is today — and she vehemently denies that one of her duties is to keep the public away from Tony Hulman.

"Goodness no! He loves to talk to people. I don't think there's anything he'd rather do than talk to a fan

about racing. I try to handle Mr. Hulman's mail, but I don't feel that I'm a buffer between Mr. Hulman and the public."

"He is responsible for my philosophy. When you work hard, you sometimes think you are harried, but Mr. Hulman says, 'When it ceases to be fun, then maybe you shouldn't be here.'"

"The fun is making the fans feel as if they're having fun, that they're a part of this place."

Mrs. Swango recalls that when she first began working at the Speedway during the month of May, "We all had to stay in downtown Indianapolis because there was nothing out here in the boondocks. How the city has grown!"

She has seen the Speedway itself grow from a deteriorating, dilapidated facility with aged wooden grandstands to a sleek, modern plant that has no rival in the world.

"AS STEEPED IN TRADITION as the Kentucky Derby is," she says, "there is just something magic

about this place to me that can't be duplicated anywhere else."

Mrs. Swango admits to getting a little choked up "the night before the race. I drive around the outside of the track and see people camping, building little fires to keep warm, and I think 'My land, they've come again!' It's absolutely the biggest thrill I can imagine."

Besides her duties at the Speedway, Mrs. Swango also wears the hat of "500" Festival board member, acting as a liaison and co-ordinating activities that directly concern the track and the Festival.

"Most Festival directors have earned their positions on the board — mine is appointed," she says, discounting her many contributions to the success of the Festival.

When she was a tiny girl, "My parents used to take me to the small tracks around Terre Haute — Jungle Park and Black Demon — and then on the day of the BIG race at the

Turn To Page 5, Column 1

★ Concluded From Page 1
Speedway, I would stay with my grandmother.

"I DIDN'T SEE MY first race here until the last one before the track closed because of World War II — now make sure you get the right war in there," she says.

Her husband, J. Morton Swango, a Terre Haute attorney, shares her enthusiasm for racing and visits on weekends during May.

"We used to travel all over the country to races but we've kind of curtailed some of those trips," she says. "I guess slowing down comes with age."

Not as much of a partygiver as a partygoer, Mrs. Swango enjoys tournament bridge, gardening ("that's where I got the tan") and collecting artifacts of the Northwest Plains Indians.

"Much of our collection is on display in the Museum of Indian Heritage in Eagle Creek Park, and our yearly vacations are to Montana to find beaded things, leather pieces, moccasins and tools.

"My husband was born in Montana, came back to Terre Haute as a boy and was raised by his uncle. He's always had an attraction

to Indian lore, and he instilled it in me."

LOOKING THROUGH Mr. Hulman's mail (she never calls him Tony) brings Mrs. Swango many smiles.

"Lots of the letters are from children. One little boy was concerned that, if a lady won the race, who would kiss her.

"Just recently," she says, pulling an envelope from her purse, "we received a letter from a Mrs. Roy Stanley of Springfield, Ill., who is 79 years old and saw her last race in 1911.

"She's attending this year and bringing a 92-year-old sister. She wrote that her sister, Emma Beren, was head cashier for the food concession at the track that year, and she remembers seeing Mr. Hulman in a bank, when he was just a boy. I asked how many tickets she would need, and she said just two, because her daughter and son-in-law would bring them to the track and wait outside until the race was over. Will she be surprised at the changes!"

DESPITE HER LONG association with one of racing's most respected figures, Mrs. Swango says

the public sees the same Tony Hulman she has known for more than 35 years.

"I think the average fan sees as much of Mr. Hulman's personality as I do. He's a great man and a legend in the racing world . . . always has time for everyone . . . generous to a fault, even to giving away his personal tickets . . . really someone for youngsters to emulate.

"And he is modest along with all of his talents," she says.

Just after New Year's Eve, Mrs. Swango begins to receive letters from people planning their vacations around the race. "I try to arrange it so that they can have a good time, and for those who have been coming year after year, there are extra little things we try to help them with."



(Star Photo by Greg Grillo)

JUNE SWANGO SPENDS MOST OF HER TIME ON THE GO
Month Of May Is Hectic, "But Always Fun"

sociates.

Historic Rail Car Bought By Hulman

By DICK SUTLIFF
Tribune Staff Writer

Tony Hulman's mansion on rails rolled into Terre Haute Thursday afternoon.

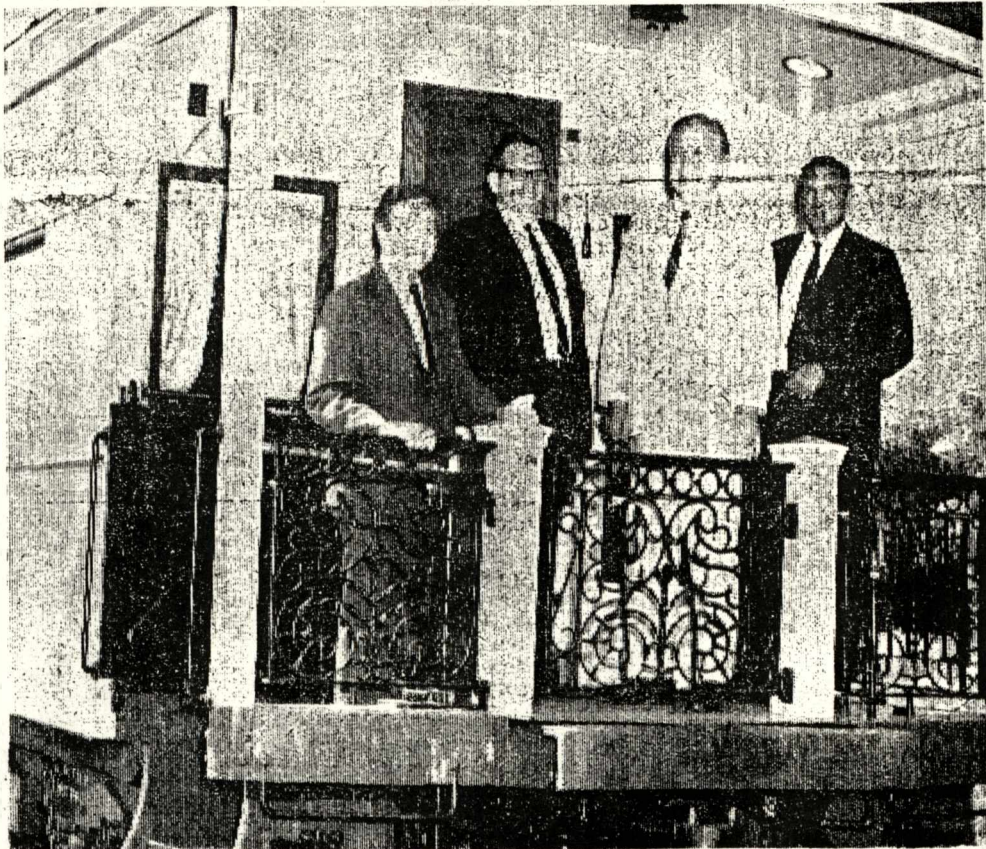
The completely refurbished private railroad car will be "put in a museum somewhere," Hulman said; although definite plans have yet to be worked out.

The car, built in 1899 for the late Henry M. Flagler, prominent Florida land developer, was restored by Reuben Darby's Custom Railroad Car Service of Hagerstown, Md.

The plush rail car rolled into town at the end of a Penn Central Railroad train, climaxing an 800-mile trip from Darby's shops in Hagerstown.

Darby described the rolling stock as the last of the Palace cars, built by Jackson and Sharp of Wilmington, Del., a predecessor of the American Car and Foundry Co. (AC&F).

The car, designated as the Florida East Coast No. 90, was the second of Flagler's private



ON THE OBSERVATION DECK of Tony Hulman's elegantly refurbished Palace railroad car at the old New York Central Railroad station here Thursday are (from left) Hulman; Robert W. Durfee, Penn Central Railroad trainmaster, Governor Edgar D. Whitcomb, invited by Hulman to inspect the car, and Attorney Hugh D. McQuillan of Terre Haute, one of Whitcomb's campaign aides.

Photo by Martin.

Hulman, Anton Jr



A CONFERENCE IN THE GUEST ROOM—Mrs. Vera Schroeder, railroad car interior decorator, explains some of the fine points of Tony Hulman's refurbished Palace car, delivered here Thursday. With Hulman (seated) and Mrs. Schroeder are (from left) Reuben Darby, whose company refurbished the car, and Joseph R. Cloutier, one of Hulman's business associates.

Photo by Martin.

rail vehicles and was named "Alicia" for Flagler's second wife.

Taken From Anderson

It was taken from a siding at Anderson in July, 1968, where it was left following the death of a former owner, the late Ike Duffey, proprietor of the Central of Indiana Railroad.

Hulman, president of the Indianapolis Motor Speedway and prominent Terre Haute businessman, had ridden in the car when it was used by Duffey for business trips, and when Hulman learned it was for sale, he decided to purchase it.

But Darby had beaten him to it, so Hulman contacted him last December, purchased the car, and ordered it restored to the condition it was in when Flagler owned it.

Darby, who rode the car to Terre Haute, said the restoration, which was finished Tuesday, involved about 40,000 man-hours of labor.

Also on the car when it arrived at the old New York Central Railroad station here were Mrs. Vera Schroeder, the interior decorator, and Miss Mary Lou Brown, Darby's personal secretary.

The car was taken to the Penn Central's East Yards for storage until Hulman decides on its permanent home.

Dozen Cars Restored

Darby, 52, has refurbished about a dozen old cars, which sell for anywhere from \$50,000 to \$100,000 or so.

Most of the cars are used by business executives to travel in total comfort on the nation's railroads.

Hulman took a look at four pictures in Lucius Beebe's book, "Mansion on Wheels," and made the decision to have the car restored as it was in the photos.

The car includes a lounge, dining room, master bedroom, guest bedroom, galley, butler's pantry, crew quarters and lavatory. (Hulman had a shower installed in the car, although that deviates from its original appointments).

Most of the interior restoration was accomplished at the direction of Mrs. Schroeder.

Tiffany ceilings that had been painted over were scraped and restored. Most of the interior is in two tones of Tiffany green with gold leaf.

The broadloom carpeting was duplicated by a Philadelphia company.

The dining room includes the original table and six chairs, and the lounge has three of the original white wicker chairs and two replacements.

Car Originally Wood

The car was originally a wooden vehicle, but had been sheathed in steel which could not be removed. However, it was refinished to simulate the wood grain.

The exterior of the car is of sunflower yellow with chocolate brown trim, exactly as all of Flagler's cars were.

The palatial car left Hagerstown with an armed guard Tuesday night. Darby, Mrs. Schroeder and Miss Brown re-

lieved the guard at Harrisburg, Pa., and rode the rest of the way here.

"Railroad travel gives a man time to collect his thoughts," says Darby. "You can get a tremendous amount of work done on the railroad."

Darby was operating a lumber company which distributed log cabin homes when he got into the rail car restoration business five years ago after his foreman did some paneling on a railroad car.

He found an old dining car on the Baltimore and Ohio (B&O) System, leased 300 feet of track, enough to accommodate three cars, and launched his company in the old B&O freight depot.

Darby would rather work on Palace cars than any other, he says. There were 500 in all, but only about 25, including Hulman's, are "really beautiful pieces of craftsmanship."

California 8/72

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Automobile racing fans in Southern California have had a good deal on their plates. In the early days there were road events in Santa Monica, board tracks in Beverly Hills, flat tracks in Corona (in between the horses, as it were) and of course the famous Ascot of sainted memory. Following them were the yowling Elto-engined midgets at Gilmore, three-quarter cars at Gardena's Carrell Speedway, and, after the war, sporty-type imported machines all over the place, giving the spectators a taste for European road racing.

Stocks, motorcycles, CanAms, jalopies, GPs, rail jobs; we had them all in bewildering profusion, but in spite of the fact that a fair percentage of the big Indianapolis machines were built here and even appeared from time to time at Del Mar, say, or Riverside we never had a proper Indianapolis track to see them really go.

This state of affairs annoyed certain individuals but—as anyone will appreciate who has even had an estimate on building an extra bedroom—constructing a proper racing plant costs a good deal of money. Just how these certain individuals went about scaring up X million dollars is more a matter for the financial pages than *West*, but in due course land was bought, the bulldozers sent in, and 80,000 grapevines bit the dust.

To be perfectly frank, an investment of this size is a bigish gamble even in an area where one finds little competition for the gate. A close study of attendance figures will show that certain motoring events have drawn considerably short of the nut because a competing football game suddenly became an important playoff, for instance. But Mr. David B. Lockton, Ontario Speedway president, and his colleagues feel not only that there are enough sports fans for every contingency but also that they will prefer to see big time racing in big time surroundings instead of sitting on their backsides in front of the boob tube. The absence of commercials every three minutes should bring 'em out if nothing else.

As you would expect, a great deal of thought went into the design and placing of the circuit. First off was the decision to call it the Ontario Motor Speedway instead of the Cucamonga Motor Speedway. It is just about as close to one town as the other, but who would take the Cucamonga Grand Prix seriously? At any rate, the plant is right alongside the San Bernardino Freeway, not all that far from the growing Ontario airport (you would be surprised how many racing people fly themselves and cars long distances just for testing in good weather), and situated in the midst of a decent network of major roads.

Seen from the freeway, the track appears as a series of lumps in the flat landscape surmounted by a large concrete structure looking less like a stadium than the back of a tastefully arranged dam. The sheer altitude of this structure was to ensure that grandstand spectators, whether posh or peasant, will get as good a view of the proceedings as possible. Now I have never sat in the stands at Indianapolis (and never hope to) but after working tracks all over Europe I can say that the Ontario spectator will see just about everything that goes on. The back stretch is elevated to give a good view and sight lines are rigorously preserved.

Personally I feel that the sight line business is a bit overdone as lots of trees in the infield make it look homey, besides providing much-needed shade—always at a premium at race courses. And, there is a lot of ground cover planted about plus a couple of lakes (who has the bathing suit concession?). Nevertheless, the Ontario region is not the Garden of Allah so you can expect to get hot, even if you won't be wading about in ankle-deep red dust.

The main grandstand is really quite a setup and as one would expect, is a considerable improvement

over Indy or anything around here. Starting at the top, there are a couple of glassed-in layers for scorers, the press, plus the TV people, and below that, a large grandstand of backed seats arranged across the track from the start-finish line, the pits and the victory circle, of course.

Below this central concourse lie a row of special suites with air-conditioning and separate verandas (apply through your banker) and then the reserved seats, bar, restaurant, etc. of the privileged Victory Circle Club. These places go on an annual basis for \$250 and carry various benefits like special parking in back of the grandstand, preference for new events and civilized refreshment instead of the unholy scramble at the concession stands. This restaurant is planned to stay open the year round for the edification of tours as well as occasional dining in what almost certainly is a gastronomical desert.

Below that, as well as spread out on either side well around the corners, are some 85,000 seats with provision for portable bleachers (if needed) that will handle another 55,000. Due to the super-eleva-

No expense was spared to make Ontario Motor Speedway the most lavish and modern palace of racing in the world. Its inaugural Labor Day weekend extravaganza, the California 500, is unblinkingly patterned after the Indianapolis classic (with Indy's blessing). The cast of cars and drivers will be much the same. And later there will be stock car races, formula events and drags. A look around the place invites comparisons . . . and why not? By HENRY MANNEY

MOVE OVER INDIANAPOLIS HERE COMES ONTARIO

tion, even the lower seats have a good look at the proceedings with the proviso that the construction of the fence may make it difficult for those along the start-finish straight. As it is considered rather important to keep any stray bouncing cars (or portions thereof) out of the crowd, the fence pillars are rather sturdy and close together; coupled with a four-foot overhang this means that the lower spectators get a shuttle-like view in places. But that's better than having an Offy in the lap. At any rate, a voyage down to the corners clears this problem up and the excitement usually happens there anyway.

There are several tunnels located under the grandstands for those people who would like to have a close look at the cars but unlike Indianapolis, no personal transportation will be allowed in the infield. Patrons of the east and west concourses, as well as occupants of the corner ones, will leave their machines in vast parking lots at the ends and journey to their seats (on the infield) via minitrains or similar transportation. Let us hope that there are enough.

Spectators are naturally not allowed in the garage area but there is access to viewing "fingers" in the fence poking down between the garages or alternatively on the roof of the semicircular trade barons' building where all the tires, oil, additives and so forth are handed out. According to the organizers, a strong effort will be made to have sufficient concession stands as well as clean and permanent toilet facilities in the infield. Nothing is worse than being caught in a dusty expanse with one noisome privy for each 800 people. Details like those are worth attention as the unhappy fan tends to go someplace else next time.

Unlike Indianapolis, the racing plant incorporates a drag strip (using the walled pit lane) and a road course besides the massive 2½ mile oval. This road racing track can be as long as 3.2 miles or considerably shorter, depending on whether one or two of the loops are bypassed on its meandering course

through the infield. Naturally enough it runs clockwise, as opposed to the traditionally counterclockwise oval, and both tracks use the front straight, part of No. 4 corner and the pits.

The celebrated GP and Indy driver Ron Bucknum was good enough to come out with us for a look; giving his opinion that it would probably be 100 m.p.h. with loops for the Can-Am cars. He found it very interesting, especially the first series of wiggles after diving off the banking (see the map on pages 30-31), the series of three different-radius lefthanders around the first lake which would make the cars move in and out, the middle roundabout which tightens up like T 8 at Riverside, and the back-and-forthers coming out onto the banking which are multi-radius and come to that off-cambered a bit, making extra good value for grandstand patrons at the east end.

Neither of us were terribly enthusiastic about the dirt shoulders sloping downhill to a solid wall in some places as it is hard enough to get stopped going uphill. He felt that the track could be wider yet, while I moaned about the infield spectators being a bit far away from the action although portable bleachers in spots will help. The track is elevated; a good point as the early bobs pressed up against the fence don't block the view of those behind. Summing up, Ron felt that it was a fast, very safe, and busy course even if something will have to be done on the graded dirt shoulders to prevent Coarse Individuals from taking short-cuts across them on corners. Old tires sunken in look rather bourgeois in such a fancy place but they do stop that sort of thing besides making a useful line for a driver who is near as not lying on the back of his neck, two feet above the road surface. Of course at Monte Carlo they have lamp posts.

Uncle Ron was more intrigued by the big-car oval as he has a ride for the California 500 on September 6. There was no doubt in our minds that the Ontario track would be faster/*Continued on Page 32*

Even the 2.5-mile track is similar.

One thing, though, will be missing . . . more than 50 years of tradition. "There's no such thing as instant tradition," admits Ontario's youthful (33) president, David B. Lockton, who, not so surprisingly, hails from Indianapolis. "We will succeed because of the Indianapolis Motor Speedway. Without it, there wouldn't have been an Ontario."

If speed is racing's common denominator, then Ontario could be one-up on Indy. It is faster. In testing the new racing surface, drivers have exceeded Indianapolis' 171.9 m.p.h. one-lap record average. Ontario, unlike Indy, also will vary its racing diet with year-round events in a variety of classes — road racing, stock, drags. (The main categories of racers that will be appearing at the speedway are shown opposite, with some of the finer points that make a championship car like Roger McCluskey's No. 11 go.)

They call these "Indianapolis cars" and "Indianapolis drivers." For in automobile racing there is only one "Indy 500". Or is there? What will they call these cars and drivers after September 6, the Sunday of Labor Day weekend, when the \$25.5 million Ontario Motor Speedway opens with Indianapolis-style intentions.

The drivers for the California 500 will be the same . . . Andretti, Gurney, Foyt, McCluskey, Unser, Ruby, Leonard, et al. The cars will be the same, too . . . like Gurney's wedge-shaped Eagle, and Al Unser's 1970 winning car, designed specifically for Indianapolis. And the field and distance are identical — 33 cars going 500 miles at speeds up to 200 m.p.h.



Disneyland, the Rose Bowl and the entire cast of BEN HUR easily could fit into Ontario Motor Speedway, 40 miles east of downtown L.A., where the California 500 will be the nation's biggest sports spectacle next to the Indianapolis 500 itself. Most of the 140,000 reserved seats were sold a month before the race, but some season tickets and Victory Circle Club memberships remained along with general admission to the huge infield area, which can accommodate 40,000 to 60,000. The 700-acre speedway took over a year to build, financed by mortgage bonds, built by a non-profit City of Ontario-organized corporation and then leased to the Ontario Motor Speedway, Inc. for the races . . . with definite hopes for profits. As everything gets moving . . . people, cars, turnstiles . . . the places where much of it will be happening are:

The 2½ mile banked oval for championship races. The back straightaway is 30 feet higher than the front, for visibility.

1

The manufacturers building and six garages with 96 stalls—recessed so as not to block sight lines.

2

Elevated Victory Circle seats and central activities building with restaurant, lounge, control tower for officials and press rooms.

3

85,000 permanent seats with an unobstructed view of the entire course.

4

The 3.2 mile road race track can be used at four different distances for Grand Prix events.

5

A quarter mile drag strip runs past the main stands.

6

The San Bernardino Freeway plus the Pomona Freeway extension (being built) will provide accessibility.

7

Parking in front and in huge lots east and west of the track will take 50,000 cars. There will be official parking only inside the oval.

8



than the Indy one, partially because of the nice new asphalt but mostly because the short end "chutes" are inclined at four degrees from the horizontal instead of one degree at Indy. The main straight is practically flat, of course, but then the corners incline to seven degrees of bank. Obviously if the end chutes are tilted a bit more, the cars can go harder out of corners one and three which means higher speeds not into one and three (without looping it, we hope), but out of two and four as well.

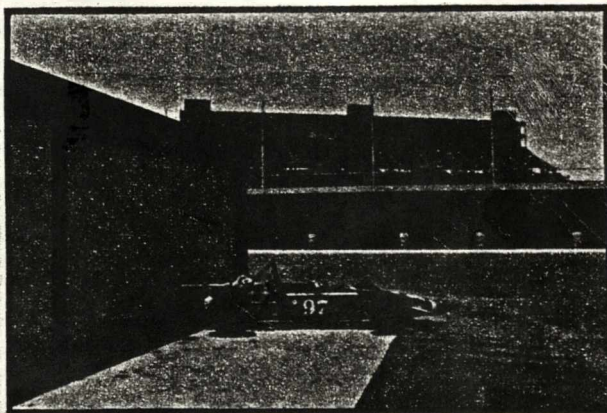
Furthermore, the surface is quite nonskid, as we found out by clapping on the brakes where sprinklers had been spraying, but whether that will apply at 200 m.p.h. I am not qualified to say. Further remarks were that the pit area was nice and wide but that the pit wall seemed a bit low, not giving all that much protection from the track proper. We also mused about the unfinished signal towers but it appears that there will be a very fancy computerized system, including little transmitters in the cars themselves, that will feed instant information to them through the first 10 places.

Also planned is a giant scoreboard which will give all possible information including the temperature of hot dogs in Celsius, Kelvin and Fahrenheit.

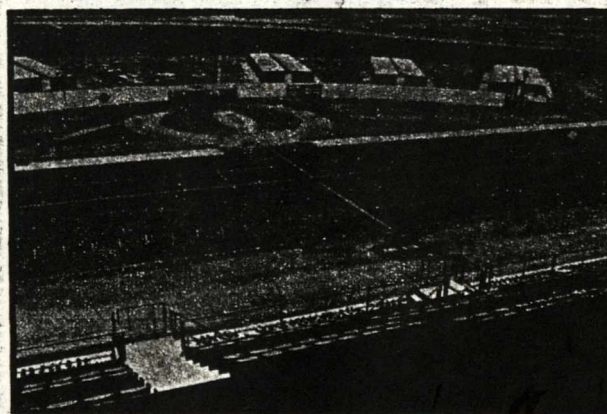
Ron went away with a secret smile on his face which proves something. At any rate Messrs. Foyt and Donohue have already done a spot of tire testing there, lapping without too much effort at 170, approximately, in spite of the dreaded dip at both ends of the back-straight, eventually predicting speeds in the 175 m.p.h. range.

Besides a publicity beano in August with various celebrities of stage, screen and radio, the massive California 500 is the first proper event on Sunday, September 6. The object of this whole exercise is to draw the best drivers (most of them have already entered) and rack up the fastest average, and generally put Indy's nose out of joint. Practice, fortunately, is not such a tiresome, month-long affair as back East and gets under way this Saturday, August 22, at noon with further practice throughout the week 9 a.m. to 6 p.m.

The following weekend the qualifying will take place (from 10 a.m. to 6 p.m.) with all its drama (for some people, more interesting than the race). On the Tuesday and Thursday following there are "carburetion tests," pit drill and the like. None of this is likely to be interrupted by rain. Sunday the flag drops at 11 a.m. and my recommendation is to get there early.



The garage area (above) has 96 stalls in six low buildings, plus the manufacturers' building. A wire imbedded in the start/finish line (center photo) picks up signals from small boxes on each car and transmits information to a computer, which then posts data



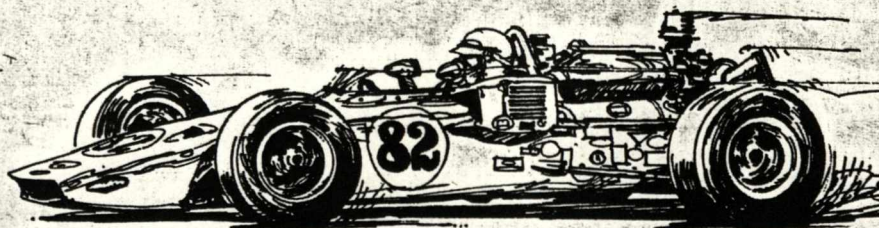
on three scoring pylons around the track. The scoreboards will give the cars in first through ninth places throughout the race as it is occurring (rather than the tally lagging behind as in most major races). The computer also will be able to provide—either for the



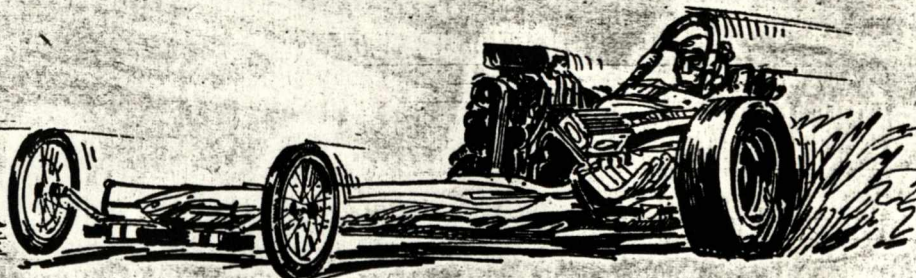
FORMULA I—These cars are the stars of the International Grand Prix circuit which determines the world driving champion. They are designed to run over road racing courses and are noted for their agility at high speeds and in tight turns. They may compete in a special event at Ontario next spring for the Sports Car Club of America.



STOCK—These cars are race-prepared versions of late model passenger cars from U.S. production lines. They reach top speeds of 200 m.p.h. on the high banks of Daytona International Speedway. National Association of Stock Car Automobile Racing (NASCAR) will stage first low-bank, 500-mile race on 2½ mile oval track Feb. 28, 1971.



CHAMPIONSHIP—These highly sophisticated cars of the United States Auto Club have an open, singleseat cockpit, exposed wheels and generally rear-mounted engines with a design emphasis on aerodynamics. They are light (1,350 pounds) and powerful (700 horsepower). Engines are turbocharged. Starting price:\$60,000 and up.



DRAGSTER—This drag racer, also called a "rail" or "slingshot," goes from a standing start up to 230 m.p.h. within seven seconds and 1,320 feet. Rails carry supercharged engines, wide and highly adhesive tires and brave drivers. They will be stars of the National Hot Rod Association's Supnationals on Nov. 21-22 at Ontario.

Wide tires
provide better traction,
higher speeds in
the turns.

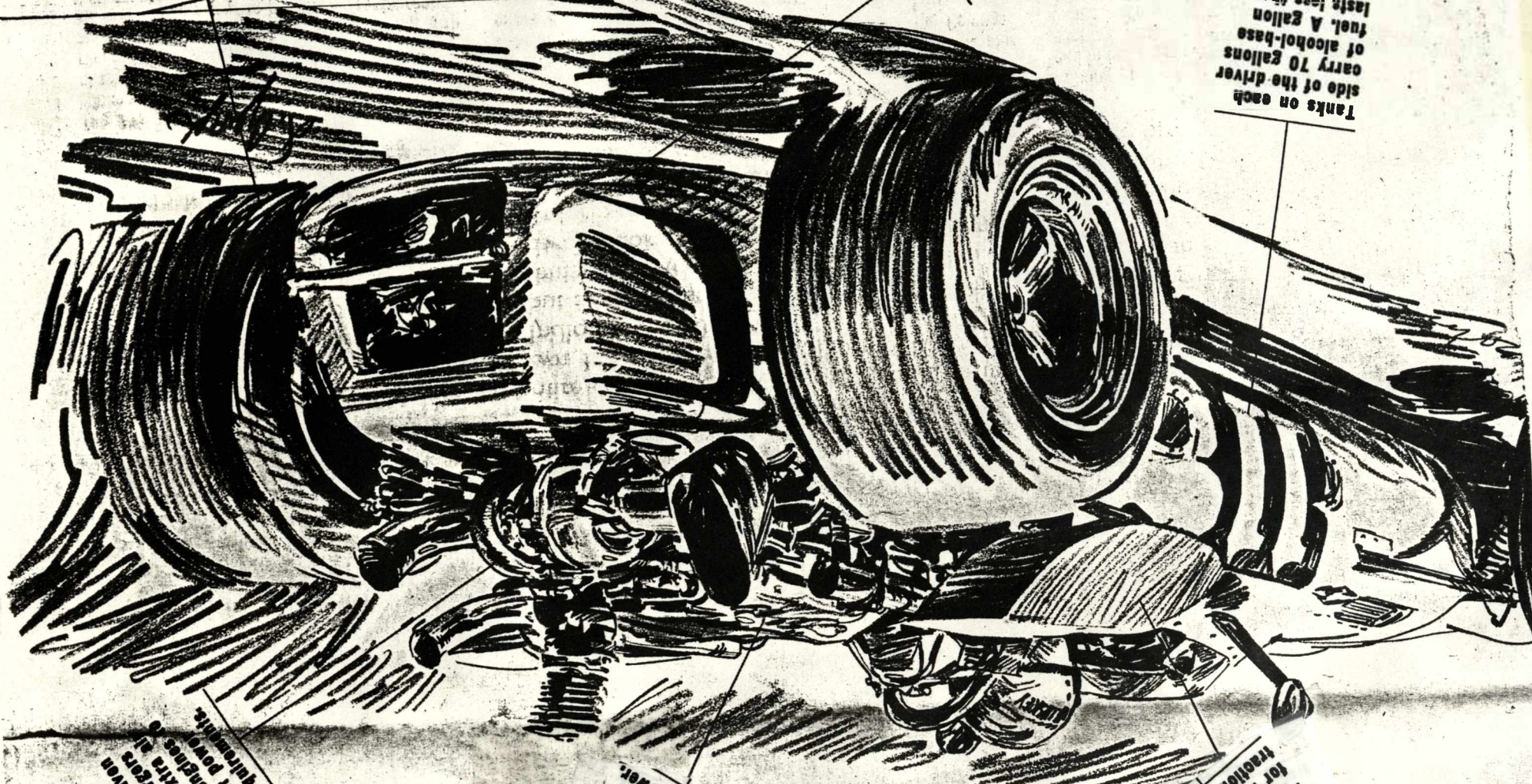
A three-speed
transmission
(100 m.p.h. in
first gear) is
located behind
today's rear-
engine "bug".

Tanks on each
side of the driver
carry 70 gallons
of alcohol-base
fuel. A gallon
lasts less than
one 2 1/2 mile lap.

Aerodynamic
design, air foils
eliminate wind
drag and provide
"negative lift"
for improved
traction.

Small, overhead-
cam racing
engine (only 159
cubic inch dis-
placement) put
out as much as
700 horsepower.

Exhaust-driven
turbochargers
force extra air
into engines to
require little.



Other events planned are a Cal Club amateur road race on the weekend of September 18-20, the NHRA Supernational drag meet November 21-22, and the big NASCAR stocks on the oval, I presume, February 28, 1971. A Grand Prix race for Formula 1 road racing cars is in the works as well as a Can-Am race for Group 7 bangers. And if you want to get into the action yourself, ex-GP driver Bob Bondurant runs his racer's school out at the track. Or just buy a ticket.

Access to the track is pretty good with lots of main highways above and below it besides the San Bernardino Freeway (plus the Pomona Freeway extension when it is finished) but getting away might be a different matter. Fortunately, the track is right between the Los Angeles and Riverside-San Berdoo complexes so that traffic will go four ways instead of necking down to one or two. A good deal of labor has gone into widening the supplementary access roads but some revert to two-lane after a while — and you know what that means with 200,000 people. My advice would be to get as large scale map as possible from the Auto Club and study the back roads, avoiding if possible any agglomerations like Ontario City or Upland. This applies especially to Orange County people who should skip under Ontario, avoid Norco, and by all means find an alternative to the camper-infested Riverside



boards or announcers—information on speeds and laps and relative positions of cars. An even more elaborate scoreboard—the size of a football field—is expected to be ready for next year's California 500. The reserved seats (above) stretch nearly one mile.

Freeway until they finish digging it up. The 500 is on Labor Day weekend but as Labor Day itself is Monday, it is felt that the San Bernardino Freeway traffic will not be as stiff as on the average Sunday. The ticket envelopes have a nice map but this should be supplemented.

Speaking as a veteran of many racing tracks, even if I were generally working instead of spectating, I can say that Ontario looks like an extremely nice plant. Heavy emphasis is put on the comfort of the "gratin" or privileged section in the main grandstand as it is felt that it will provide a solid core of well-paying customers thereby, especially since most other tracks don't give them that much for the money. However the ordinary fan, the backbone of racing, gets a chance to see everything going on with a freedom of movement and superlative views that often are lacking elsewhere. Time, of course, will tell the whole story but it is a big step towards big-time professional racing in new, comfortable surroundings. I'll see you there on September 6 to see how Ron makes out.

When Andretti again drives one of Andy Granatelli's STP cars (right) in the California 500, it will test their alliance too.

Mario Andretti is a professional race driver. It is his pleasure and his passion and it consumes his life. He sits on a pit wall, fooling with the visor on his crash helmet. He is wearing immaculate flame-proof white coveralls. His black hair is neatly combed. His hands and his fingernails are clean. He shows us a pair of soft leather gloves, like golfer's gloves, which he uses to grip the steering wheel of his racing car. "They're made special for me," he points out.

With him, everything has to be just right. He is a little dandy, small and neat and handsome. He is only five foot six and 135 pounds, but he is wiry and strong and tough, and size is of no great advantage to a race driver, anyway. He is 30 years old and looks no older, but seems older. He is a sports hero, but he is quiet and reserved. He hides his eyes and the thoughts they may reveal behind extravagant sunglasses.

His mechanics are operating inside the guts of one of his cars. Its belly laid open, it is an ominous blood-red monster, gleaming with 30 coats of wax and the decals of 30 automotive firms on its flanks. It is 12 feet long, three feet wide, three feet high, weighing 1,250 pounds. It is so low, it does not rise to his hips. When he lies down in it, his rear end—encased in it—will be only a few inches above the ground. It is his home away from home. Most accidents happen in the home.

He has the visor on his crash helmet the way he wants it now. It is one of the new kind which shields the front of his face with plastic. He went to it after his crash in practice at Indianapolis before last year's 500, which burned and scarred his face.

He went on to win that race. He says proudly, "They always say you never really know just how good a race driver really is until he has to come back from a really bad accident. Most of my career, I'd been lucky as far as accidents go until last year. I had a bad accident and came back from it just fine."

He sighs. The scars have faded, though they are not



UP FRONT WITH MARIO

By BILL LIBBY

Everyone likes to be a winner. But a race car driver has to want to be a winner like other men want to breathe. It's not just money. There's life and limb. And of course pride. And for Mario Andretti, a slight, feisty paean who acquired his winning ways by the seat of his pants and lead in his foot, pride is a mighty spur. Andretti only knows one speed. Flat out.

forgotten. His voice is flavored by Italy, where he was born and reared. He says, "Am I ever afraid in a race car? Of course I am. I'm no fool. I know what can happen. I don't want it to happen. I try not to think about it. But I know it's there. It's always there."

Race drivers are the bravest of men and the greatest of athletes. They must have whatever any other athlete must have to succeed and, beyond that, only they must perform under the threat of death. This is what makes them special. They are not as you and I. You and I could not do it. Not and survive. "I would not want to do what anyone else could do," he says.

"I love racing. It's all I ever wanted to do as long as I can remember. I love best being good at it. If I wasn't good at it I wouldn't bother with it. I'd rather do something else."

He is good at it. In his first two years on the U.S. cham-

pionship circuit, the major leagues of American auto racing, he won the national driving title. The next two years, he was a close second. "Second is no good," he says. "Third is no good. The only thing that's any good is first place. When I lose, I feel like cutting my throat. I love racing, but only when I win."

Last year, he won Indianapolis for the first time and he won the national crown for the third time. He won \$205,000 at Indianapolis and \$365,000 on the circuit. His sponsors took half or more of this by contract, but by that same contract he was paid \$100,000 just to drive and by other contracts arranged for him off the track he earned another \$250,000.

This year, the Indianapolis 500 paid out \$1 million. Of this, \$270,000 went to the winner, Al Unser. Andretti again crashed in practice and returned to finish a disappointing sixth.

The \$25.5 million Ontario

Motor Speedway opens next month with the California 500. It is a track and a race openly and unashamedly patterned after the Indianapolis 500. It is welcomed by the Indianapolis establishment because it represents a second major prize to be offered sponsors who have almost been driven out of racing by mounting costs and limited returns. It is expected to pay out a purse of more than \$750,000.

Because they are in demand by so many major firms, a few top race drivers make more money than any other athlete. Andretti is one of these. He has a new home in Pennsylvania, a cabin in the Poconos and a chalet in Switzerland. He dresses in the best fashions, drives the finest cars and he and his wife and three children live a life of reserved luxury.

He has worked hard and risked everything he has to get these things and goes on working hard and risking everything to keep them. He could retire today and live in comfort the rest of his life, but he is driven by the desire to practice his dangerous profession awhile yet, perhaps until he is recognized as the greatest driver ever. He travels a quarter of a million miles a year, many of them in pursuit of public appearance and endorsement dollars. He still drives 25 to 30 races a year, mostly on the championship circuit, but also on the southern stock-car trail and the European Grand Prix road.

"I would drive for nothing if I had to," he insists. "I don't have to, so I go after top dollar."

Fully allied with the controversial Andy Granatelli for the first time, he had not won a championship circuit race until the third month of the season, the end of June, when he won a road race at Castle Rock, Colorado. Granatelli had never won a championship race until he signed up Andretti. There are those who believe Andretti will not again win consistently as long as he remains with Granatelli. Thus, perhaps, Mario's career is at a crossroads.

He was born in February of 1940, five hours ahead of a twin brother, Aldo, in Montona, Italy, on the Istrian peninsula near Yugoslavia. After the war Istria was ceded to Yugoslavia and now no longer is Italian. The fa-

The twins worked at an uncle's garage and raced their jalopy, taking turns at the wheel, with modest success. There was not much to choose between them as drivers until accidents altered the situation. Mario had the first bad one, crashing at Hatfield, Pennsylvania. The car came apart in pieces around him, but he walked away from it. Aldo had the worse one. He hooked a fence, his car went end over end, and he was carried from it.

They had continued to keep their secret from their parents until then, but then Mario had to tell them. Aldo was critically injured and their parents were furious and forlorn. "Did I raise my sons to have . . . them brought home in a basket?" asked the elder Andretti.

Aldo, who had suffered a severe skull concussion, was in a coma for several weeks and was not released from the hospital for 45 days. Meanwhile, the father refused to speak to Mario for a long time. Mario even moved out for a while, until his mother, who loved her family more than she hated racing, intervened.

After Aldo recovered, he and Mario resumed racing. Gradually, their father relented. Mario explains, "We are a proud people. We take great pride in family accom-
continued

plishments. As I came to accomplish a great deal, my father came to be very proud of me. He and my mother would worry about me, but they also would brag on me."

Unfortunately, Aldo crashed repeatedly. As Mario began to drive faster and better cars in bigger races, Aldo tried desperately to keep up with him, but he could not. He grew bitter. What was the difference between them, then? It is hard to say. They looked the same. Once their talents had seemed the same. But they were not the same. "When I'd tell Aldo I didn't think he should race any more, he'd get very mad and say I was only afraid he'd steal some of my thunder," Mario sighed.

They married, began families and went their separate ways. After Aldo had another serious crash in 1969, he finally retired. This year, he and Mario went into business together, taking over Rodger Ward's large Firestone tire store operation in Indianapolis, their estrangement ended. Today, Mario gets irritated when the troubles between him and his twin are recalled. However, Aldo still is mistaken for the champion by fans, who apologize when they realize their mistake.

"No one ever taught me anything, not really," he says. "I used to ask the top men questions and they'd walk away from me, so I learned not to ask. I watched and I raced and I picked up what I could. And no one ever gave me anything, either. In the beginning, there were lots of times I couldn't get rides and Dee Ann and I would run out of dough. Many times I was refused because I looked like I couldn't get the job done. I'm no Hercules, you know."

With an edge of bitterness in his voice, he notes, "There are a lot of guys in this business patting me on the back now who wouldn't give me a break before."

He finally got his break when he was involved in an accident which sidelined Chuck Hulse, and Clint Brawner gave him the ride in Hulse's Dean Van Lines championship car.

Al Dean was a Southern Californian who had sponsored top teams put on the track by Arizonan Brawner for many years. Their proudest boast was that no driver ever was killed in one of their cars. Their greatest re-

ther administered farms, was a man of substance and provided well for his family until the war and later the takeover by the Communists, when everything went.

The Andrettis moved to Trieste, then Lucca, near Florence, where the elder Andretti found work in a toy factory. Much of the family's time was spent in displaced person camps and for several years they shared a single room with several other families. Times were hard and life was poor. Mario and Aldo dreamed of better things, such as were enjoyed by race drivers, who were great heroes there.

In 1954, the Italian government sponsored a sort of Little League of auto racing, designed to develop new stars who might restore the nation to worldwide sporting prominence. Boys 14 years of age and more were eligible to drive small, but powerful, cars in competition. The Andretti twins were 13. "We lied to get in," Mario says. "Later, we lied to our parents to stay in. I think we would have done anything to be part of it."

They were sponsored by a neighborhood garage. Their parents considered such sport brutal and would never have permitted it, but they did not know of it. When Aldo got injured in a race, the boys said he'd fallen off a truck. When he got burned, they said a box of matches had exploded in his hands. When Mario broke his knee-cap, he said he'd fallen on the church steps.

"All of my relatives over there who say now they saw me race, they're lying," Mario smiles. "The only one who knew was my old uncle priest. And I told him in confession so he couldn't tell on me." Sometimes he helped them by patching their torn clothes. They were successful, but soon the program was discontinued. "Lots of kids got hurt and some got killed and the people began to kick up a fuss about it," Mario sighs sadly. The boys dreamed and talked of growing up to become Grand Prix champions.

Then in 1955 the father emigrated the family to the U.S., to Nazareth, Pennsylvania, sponsored by a brother, who had found work for him in a textile factory. At first, the twins were crushed, their dreams of racing glory seemingly shattered. They

wanted to remain at home, but they were only 15. They spoke defiantly of returning when they were able.

Then, they found racing in their backyard, a different and less glamorous form of racing than they had known — in jalopies and stock cars and midget cars and sprint cars on rutty oval dirt tracks in front of splintery wooden stands—but racing, nevertheless. And they began to read and hear of Indianapolis and great American drivers. With their spirits restored, they began to build their own jalopy racer.

They were not at first happy in their new homeland. They could not speak the language well and had problems keeping up in school. Mario quit school, but with the help of a tutor and a correspondence course costing \$600 managed to get his diploma. The tutor was Dee Ann Hoch, who had been dating his brother. Mario married her in 1961. They had a son a year later, another another year later, and a daughter in 1969.

Leonard led all qualifiers at 171 m.p.h. Andretti qualified fourth fastest.

Andretti's car broke down on the second lap. He and Brawner called in a teammate in a sister car and Mario jumped in. It broke down after 30 laps. Andretti got out and walked slowly back to the pits. He sat on a wall alongside Brawner. They did not say anything to each other. What was there to say? Indy had beaten them again.

And it beat Granatelli again, too. Leonard's car died in the lead with 20 miles to go. In his pits, Granatelli's shoulders slumped in despair and the crowd laughed at his discomfort. He is a villain, seemingly a fat cat who struts around as though he is king of the jungle. He sagged to the ground, his legs hiked up around his large belly, his head hung between his knees.

He had been coming to Indianapolis for 20 years as first a driver, then a mechanic, finally a sponsor, without winning. He, himself, had crashed. Drivers had been injured and killed in his cars. He had become a millionaire by promoting STP into a household word, but he had never won even one race anywhere on the championship trail.

For 1969, Brawner built

Andretti a new car, called a Hawk, for the tour. But it was unreasonable for them to try to back it themselves. Granatelli offered to buy out their operation if they would compete under his colors. They accepted. And, winning at Hanford, they promptly brought Granatelli his first championship victory. But it was Brawner and his partner, Jim McGee, who built the car and prepared it. And Andy did not want Mario to drive it. It was too much like the other cars.

Andy always has to be different. For years he had struggled with the powerful and popular, but clumsy and inconsistent, "Novis" until they became outdated. Then, he developed the turbocars, which may have been ahead of their time, but never finished a 500 before they were legislated out of reason. Now, he had Briton Colin Chapman devise radical four-wheel-drive Lotus cars for Andretti.

They arrived late. Mario hopped in one. As he was striving to master it at 170 miles per hour, the rear end collapsed and the car lurched into a skid. It smashed into a concrete wall with horrible force and shriek of rending metal and a flash of fire, and came spinning off, across the track, coming apart in pieces, large pieces, small pieces, a third of a car here, debris raining through the air like shrapnel, until finally the frame came to a rest, flaming and smoking, like some torn and broken and burning creature, with a man seemingly trapped inside.

Even as Granatelli, fat and puffing, ran for him, he knew, he admitted later, that no man could survive such a smashing, fiery hell, but Andretti was scrambling from it and running from it, counting his limbs and holding his hands to his burnt face, hurting, cursing the fates and thanking God for his survival. Two days later, he strapped himself into his Hawk, a new plastic mask over his sore face, and qualified second fastest. And, a week later, he won the race.

As he rolled to a stop in Victory Lane, he felt, he said later, "like Pancho Villa." And then, cameras clicking, Granatelli leaned in and kissed him, producing a portrait which would embellish STP ads for 12 months. "The kiss," Mario says, "was calculated. Andy is a *paisan* and

gret was that they never had won Indianapolis. They had won everything else, but never the big one. They had come close enough to break their hearts, but never won. Drivers won national championships with them. Some of these same drivers won Indy, too, but without them, after leaving them.

Andretti finished up the 1964 season for them, finishing no higher than third in any race, but learning fast. The following year, he debuted at Indianapolis as impressively as anyone had in many years, qualifying fourth fastest and finishing third. He won only one race on the championship circuit all season, but he finished second and third so consistently that he piled up enough points to win the national driving title.

Many considered his an undeserved honor won by a driver who was pushing himself too fast too soon. Parnelli Jones said, "He may be overextending himself." Ward said, "He's been a little lucky." Foyt said, "We'll have to wait and see how good he really is." Mario sat on a motel room bed in Sacramento, sighed sourly and said, "Miracles don't happen.

If a newcomer outperforms veterans it can only be because he has the ability to do it." In the lobby, Dean said, "I've nicknamed him Tiger. He's hungry for something, and he's going to get it."

In 1966, Andretti won eight races on the championship circuit and his second straight national title, erasing any doubts about his ability. The following year, he won eight more races on the title circuit, although he was narrowly outpointed for the national crown. He also visited the south to beat the best of the stock-car specialists in the prestigious Daytona 500 and further demonstrated his versatility by sharing the triumph in the 12 Hours of Sebring sports-car classic. He also tried the 24 Hours of LeMans, but crashed and was fortunate to escape serious injury.

In 1968, he won only four races, but was second 11 times and again was only narrowly nosed out for the national laurels. He also began to make occasional bids for a grand prix triumph and was the fastest qualifier in the U.S. Grand Prix, which surprised vain foreign chauffeurs, but failed to win.

He had won almost every-

continued

thing else he sought, except Indianapolis. He set new qualifying records there and won the coveted pole position two years in a row, but he could not win the race. In 1966, his car broke down after 68 miles. In 1967, his car broke down after 145 miles.

In the pits, he sat with Brawner and Dean. Softly, bitterly, Andretti said, "You work, work, work and then something happens. You dream about tomorrow and then tomorrow turns out to be like any other day." Brawner said, "Tomorrow. Next year. You keep trying." Dean did not say anything. He sat quietly, staring off into space. He did not know his last chance had gone. In a few months, he would die.

Andretti and Brawner bought Dean's equipment from his estate and gambled on running it themselves with sponsorship help from Overseas National Airways in 1968. That was the second year of Andy Granatelli's turbocars. Parnelli Jones had led to 490 miles before breaking down in one in 1967. Joe Leonard and Graham Hill were back in others.

conservative sort, who hates hippies, extremists and disorder with deep distaste and who believes in God, family, home and his adopted country with a quiet passion. "I try to stay home sometimes," he says. "But I get restless as hell. And if there's a race somewhere, I go crazy."

He always has, right from the beginning, taken his family with him on tour whenever he could, because, he said, they sacrificed for it and are part of it. And also, he added, because Dee Ann does not ask him to quit it. "I don't know what she's thinking when I'm racing," he confessed. "She doesn't tell me." She said, "I'm praying. I used to carry rosaries, but I've twisted them until I've broken them." Then she admitted, "I still carry them."

They are with him less now than they used to be because he is moving too fast now, too busy, living out of a suitcase, the phone always ringing in whatever motel he is passing through. Outwardly modest, soft-spoken, always presentable, he is, say the executives of Ford and Firestone and the other large automotive firms he has represented, the perfect image for them, which is to say he sur-

prises outsiders by not looking or seeming tough and crude, the way outsiders suppose race drivers must be.

But he is, make no mistake about it, proud, almost vain, and hard as a steel spike. He is one of those who is a good friend, but a bad enemy, and he is selective about his few friends, not only because he is afraid of losing them to race-track accidents, but also because he will not have just anyone for a friend. He used to say about Al Dean, "If I get a better deal, I'll leave him," and now he says about Granatelli, "I'll stay with him just so long as I'm happy with him."

He resumes his shades, and the formal interval he holds between himself and others, a loner even among his own kind, a rich gypsy, cunning and confident, detached and almost deadly. "I figure everyone was meant for something," he says. "I figure I was put on this earth to drive racing cars."

And what, he was asked, would he have been if he had been born in another time, before there were cars to race?

"I would have been a knight," he said.

a sentimentalist, but he's more of a businessman." Andy promptly took Mario on tour, bragging over what they had won, until Mario once wistfully wondered, "Was he in that cockpit with me?"

At season's end, Granatelli and his brothers Vince and Joe, Andy's chief mechanics, came to a parting of the ways with Brawner and McGee. There is only one boss on a Granatelli team. Andretti elected to stay with Andy, where the money was.

Mario shared a victory at Sebring in a sports car, but then as the current season began, he was for the first time alone in Granatelli-prepared cars with Granatelli aides and he stopped winning. This time, in search of something else different, Andy ordered a car made in Germany called a McNamara. It arrived late and Andretti promptly crashed it. It was repaired, but Mario had to struggle with it to qualify it eighth and finish it sixth. Granatelli shrugged, "We have won Indianapolis now. Now I'd rather be the first winner at Ontario. The car will be ready by then."

Perhaps.

Meanwhile, on the first of July, Andretti crashed his old Hawk on a wall in Michigan and was irritated because the rescuers spent more time saving him than the car. "I'll heal, the car won't," he said, which was an incredible thing to say. But the Granatelli crew did work overtime to heal the car in time for the race, in which Mario promptly wrecked it again.

Andretti later was tempted by fat offers to leave Granatelli and drive for either Ferarri or Chapman's Lotus team in an all-out assault on the Grand Prix circuit. "Perhaps it is time to try another road," Mario admitted.

And he went on his way down his deadly road toward Ontario—"the new Indy," which may have everything Indy has except its rich tradition. The bands will blare, the bombs will burst and the balloons will soar in this hot, dry place on the Sunday before Labor Day. There will be more than 200,000 persons crammed into this awesome new arena. There may be more than \$150,000 at stake on the winner. And there will be 33 drivers, cars

and crews in quest of it, including the unlikely alliance of little Andretti and big Granatelli.

However, no one and nothing endures forever, anyway, especially not in car racing. Andretti has been walking away from his accidents, but they have been happening often enough to haunt him in recent years. And men have died in his races. At Sebring in 1966, he spun and nudged a car into a group of spectators who were standing too close. Four were killed. At Hanford last year, a car exploded in the pits and a mechanic leaped back into the path of Andretti's car. He was killed.

"These were pure accidents," Mario sighs, his face troubled. "In our business, we live with death as well as with life. If you can't help brooding on it, it will make you scared. If you're scared, you should stop. I don't want to quit. I love racing cars. Only a racing driver can know the joys of racing."

He is basically a simple soul who excels in a spectacular profession. Although European-born, he really is a mid-eastern, middle-class
continued

THE INDIANAPOLIS STAR

"Where the Spirit of the Lord is, there is Liberty"—II Cor. 3:17

☆☆☆

FRIDAY, OCTOBER 28, 1977

500, Dies

SUCCUMBS IN HOSPITAL AT AGE 76

Tony Hulman, Mr.

Anton C. (Tony) Hulman Jr., president and chairman of the board of the Indianapolis Motor Speedway and one of Indiana's wealthiest men, died at 9:45 p.m. Thursday in St. Vincent Hospital at the age of 76.

Mr. Hulman entered the hospital Monday for an undisclosed reason, a spokesman said, adding that the family had requested no details be released.

Mr. Hulman was world famous for his traditional words, "Gentlemen, start your engines," which launched the 500-Mile Race each year in May.

MR. HULMAN purchased the Speedway for \$700,000 in November, 1945, when it was a ramshackle, neglected plant with rickety wooden grandstands and grass growing between the old red bricks that made it known throughout auto racing circles as "the Brickyard."

He immediately launched a moderni-

zation and improvement drive, plowing millions of dollars of profits back into the world-famous track, until it now has beautiful concrete and steel grandstands and is valued at many million of dollars.

Under Mr. Hulman's aegis, the "500" total prize money rose from \$117,000 in 1946 when George Robson won the world's most famous auto race to \$1,116,807 in 1977 when A.J. Foyt took the checkered flag.

ONE OF AMERICA'S most noted sportsmen, Mr. Hulman's entire life was keyed to speed. At 12 years of age, he owned his own motorcycle. He was one of the nation's outstanding high hurdlers as a prep schoolboy at Worcester (Mass.) Academy and at Yale University.

Although he never actually drove race cars in competition, he did chronically drive at high speed on the highway. He and a friend once set a record driving

from Rockville to Terre Haute on an old dirt road.

His taking over of the famous race course was eminently in character.

At Yale, he also was a renowned football end, playing on the Bulldogs' undefeated team of 1923. He also rowed with the Eli crew for a time.

He was a Yale classmate of crooner Rudy Vallee and the pair often reminisced in later years about their undergraduate experiences.

ALTHOUGH HE almost always played a behind-the-scenes role, Mr. Hulman also was a big factor in the field of Hoosier politics. He was regarded generally as the moving force behind the election of his fellow townsman, Democrat Birch E. Bayh Jr. of Terre Haute, to the United States Senate in 1962.

Mr. Hulman lived most of the time near the Terre Haute business district in a big, white colonial house, which he and

his wife, Mrs. Mary Fendrich Hulman, had occupied since 1927.

The couple also had maintained an apartment in the Speedway Motel, adjoining the track, since 1963, and had an apartment at the Indianapolis Athletic Club for many years.

Although he was known to the public principally as a sportsman, Mr. Hulman also was a giant in Hoosier and national business and industry.

ASIDE FROM the Speedway, his principal business interest was in the operation of Hulman & Co., a Terre Haute-based wholesale grocery firm that was founded by his grandfather, Herman Hulman, in 1848 with with \$700 capital. It grew to multi-million-dollar status.

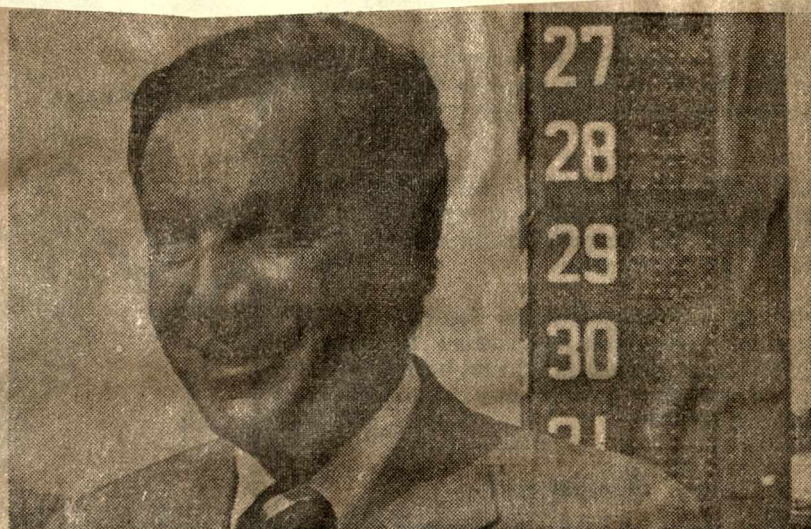
The most famous product of the company is Clabber Girl Baking Powder. The Speedway owner played a leading role in making the baking powder a household

See HULMAN, Page 15

Community Affairs File

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TERRE HAUTE, INDIANA



ANTON (TONY) HULMAN, MR. SPEEDWAY, STANDS BY POLE
Millions Watched It To Keep Track Of The Standings In The '500'

Hulman

★ Continued From Page 1

ord across the nation. He traveled throughout the country promoting the product by putting up signs and staging medicine shows."

Mr. Hulman was born Feb. 11, 1901, at Terre Haute, the son of Anton Hulman Sr. and Grace Smith Hulman.

He was educated at St. Benedict's School at Terre Haute, Lawrenceville Academy at Lawrenceville, N.Y., Worcester Academy and Yale.

While at Worcester, he was named the nation's best schoolboy hurdler in 1919 and the country's top prep pole vaulter in 1920.

HE ALSO FOUND time to compete on the New York Athletic Club track team in 1919 and 1920. In 1920, he was New England champion in the hurdles.

His education had been interrupted in 1918 by service in the American Red Cross Ambulance Corps as a 17-year-old during World War I.

At Yale he saw service on the crew as well as his starring roles on the gridiron at the track team.

In 1923, Mr. Hulman won the high hurdles in the International Collegiate Championship at Wembley Stadium at London, defeating the leading athletes of Oxford and Cambridge universities.

He was graduated from Yale's Scientific School in 1924 with a degree in engineering.

Returning to Terre Haute, he joined the family grocery business and was named vice-president of the company.

During one interview about his business life, Mr. Hulman said:

ALL I EVER got to see about any of the business was the trouble. They brought the problems and I had to produce solutions. This is the part of the job that appeals most to me.

"Certainly I enjoy success, but I get more pure satisfaction from problem solving. The every day routine is not my dish."

Under Mr. Hulman's guidance, the family business was broadened greatly until it became much more diversified

than just a grocery company.

But it still retained much of its "old-fashioned" flavor.

His office at Hulman & Co. was tucked away in a back corner of the second floor of the main building at Ninth and Wabash streets. It was stacked high with Speedway mementoes as well as a many pieces of paper in connection with the grocery business.

"When someone doesn't know where to put something, it winds up in here," Hulman said from behind a gigantic oak desk.

Although he was known as a modest and quiet man, almost shy, Mr. Hulman could be fierce when someone crossed him.

THE MOST NOTED anecdote on this phase of his character concerned his brief ownership of a brewery, one of the few things that he ever had any connection with which was not a rousing success.

When a union struck that brewery and made demands that Mr. Hulman did not think he could meet, he simply shut down the brewery. He later sold it.

In 1945, after the end of World War II, Eddie Rickenbacker was the owner of the Indianapolis Motor Speedway. Rickenbacker also was president of Eastern Airlines and had plenty to do without trying to run a race track.

So Rickenbacker began looking for a buyer.

Wilbur Shaw, a three-time winner of the "500," had awful visions of his beloved track becoming a real estate development, so he undertook to find a buyer.

INDIANAPOLIS investment broker Homer Cochrane induced Shaw to present his idea to Mr. Hulman.

At a meeting with Shaw on the possibility of such a deal, Mr. Hulman said, "I don't care whether I make any money out of it. The Speedway has always been as much a part of Indiana as the Derby is a part of Kentucky and the 500-Mile Race should be resumed."

Community Affairs File DO NOT CIRCULATE

New Owners

Indianapolis Speedway Hulman, Anton Seeks Controlling Interest

1 APR 10 1973

INDIANAPOLIS (AP)—The Indianapolis Motor Speedway will take controlling interest in a new group presenting a bid for the \$27 million Ontario Motor Speedway, the Indianapolis Star reported today.

Although two other bids were expected, only one had been presented going into the 1 p.m. EST meeting at the California race track.

The newspaper listed the Indianapolis Speedway, Parnelli Jones, Vel Miletich, Jim Cook and attorney Dudley Gray as principal stockholders in the Ontario Motor Speedway Operating Co. Limited, which it said was expected to invest an immediate \$700,000 into the venture.

If accepted by the City of Ontario, the new corporation would have a one-year lease on the facility, then move into two five-year options and an eventual 50-year arrangement with the city, the Star said.

The Ontario track was unable to make a \$1 million payment for taxes and interest last fall. Since then, it has been leased out on an individual basis for testing programs. A scheduled NASCAR stock car race was canceled when financial backing failed to materialize.

If the bid is accepted, the new corporation will take over the facility immediately and work out sanction agreements for at least three major races during 1973 — including the California 500 which is on the USAC calendar for the Labor Day weekend, the Star reported.

The newspaper also reported USAC driver Art Pollard is leaving Andy Granatelli's STP team to drive a 1973 Eagle for Clint Brawner.

Pollard drove Granatelli's wedge-turbine at Indianapolis in 1968 and piloted an STP machine in 1969. He drove a Brawner racer in 1971 before hooking up with Granatelli again last May.

Pollard is taking Granatelli's chief mechanic, Ron Faulk, with him to Brawner's stable, the Star said.

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Community Affairs File
**Hulman Named
Life Member
Of ACI Board**

T SEP 19 1973

One of 11 persons elected Tuesday as life members of the board of governors of the Associated Colleges of Indiana (ACI) was Anton Hulman Jr., president of Hulman & Co.

The 11 were honored for their contributions to independent higher education by the ACI, an organization of 18 private colleges and universities in the state which seeks to get financial support for its member institutions.

Hulman and the others each served at least 20 years on the board of governors.

An area woman, Mrs. Mary Tarzian of Bloomington, was one of twenty persons elected to the ACI board of governors.

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Community Affairs File

VIGO COUNTY PUBLIC
TERRE HAUTE, IND



Sporting AROUND with Jimmy Claus Community Affairs File

TONY HULMAN WAS scheduled to leave, at 7 o'clock this morning for Pocono, Pa., and the Schaefer "500" after a fast weekend visit in Evansville.

TS JUN 29 1975

Hulman declined to pick a winner but was obviously pleased with the character and class of today's champions.

The comment was made that A. J. Foyt was the race favorite by the oddsmakers.

Elmer George, who was standing nearby, commented: "He's a pretty good favorite for any race."



Tony has been busy in recent months, the major race season starting with the California "500" at Riverside, Calif., in March.

Then came the Tony Hulman Classic, many other events, and, of course, the Indianapolis "500."

What did he plan in the immediate future after today's race?

He quietly replied, "I'm just going to enjoy Terre Haute, Ind."

TONY HULMAN

Hulman was among the dignitaries at the groundbreaking ceremonies Friday for Hulman Links, some 235 acres of ground across from Rose-Hulman which he is giving for an 18-hole golf course.

TS JUN 29 1975

He was asked about his golf career.

"I was runner-up in the City Tourney around 1935. I don't remember my score, it was around par."

Hulman hasn't played golf in years but incubated the idea of another golf course here 15 years ago.

Manifest Various Views

While talking, people came up to Tony, expressing their appreciation for his contributing the land.

One fellow remarked, "I'm especially pleased this will improve the value of nearby property."

Another person commented, who had just played 18 holes of golf the day before at Rea Park, extolled:

"This new course is the greatest thing in the world. Many people will appreciate it."

Work started a week ago on Hulman Links with earth moving equipment being deployed this week.

Plans are for the course to be done a year from August and playable by July 4, 1977.

Wadsworth Co., from Plainfield, will take 30 days to clear and burn the trees.

Many of the more beautiful trees will be kept.

Hulman beamed Friday about his upcoming trip to Evansville on Saturday.

"We're going by car," he noted. Evansville is hosting its 14th annual Salute to Excellence with Jim Nabors, Art Linkletter, Chris Schenkel and many of the giants in industry, such as the president of Standard Oil from New Jersey, being honored.

Hulman will receive one of the Golden Plate Awards.

Evansville is justifiably proud of the affair with people from medicine, sports, business and all walks of life present. They say it's the biggest function ever held there.

The top 150 students in the country will also be feted.

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Tony Hulman Named to State Academy

T.H. Trib. 10/27/71

Membership in the Indiana Academy was conferred upon 25 Hoosiers Tuesday evening, including Terre Haute industrialist Anton Hulman Jr.

The honor signals out those persons who have made significant contributions to the state. Founded in 1970 by the Associated Colleges of Indiana, two groups of 40 members each have been provided previously announced. However, these were named posthumously.

Presidents of the 17 ACI colleges and universities announced the 25 charter living members at a dinner in Indianapolis.

Others named Tuesday were Wilfred C. Bain, dean of the Indiana University School of Music, Bloomington; Edmund F. Hall, chairman of the Ball Corp., Muncie; Former Indiana Gov. Roger D. Branigin, Lafayette; C. C. Carmichael Jr., chairman of the board of Associated Corp., South Bend; the Rt. Rev. John P. Craine, bishop of the Episcopal Diocese of Indianapolis; Charles A. Halleck, former U.S. representative, Rensselaer; the Rev. Theodore M. Hexburgh, president of the University of Notre Dame and chairman of the U.S. Civil Rights Commission, and Dr. Frederick L. Hovde, president emeritus of Purdue University.

Also, Margaret Weymouth Jackson, author of numerous books and stories, Indianapolis; Herman C. Krannert, philanthropist and founder of Inland Container Corp., Indianapolis; Otto R. Kretzmann, former president of Valparaiso University; Dr. Goethe Link, Indianapolis surgeon and a founder of Indiana University School of Medicine; Frank E. McKinney, Indianapolis banker, and former Democratic national chairman; J. Irwin Miller, Columbus philanthropist, chairman of the board of Cummins Engine Co., and first layman president of National Council of Churches; Bishop Reuben H. Mueller, head of Indiana area United Methodist Church, and Nicholas H. Noyes, chairman of the finance committee, Eli Lilly & Co., Indianapolis.

Also, Kurt F. Pantzer, Indianapolis attorney and arts patron; Eugene C. Pulliam, Indianapolis publisher; Emil Schram, former president New York Stock Exchange, Peru; Elsie Irwin Sweeney, chairman Irwin Sweeney Miller Foundation, Columbus; Ralph R. Teetor, former president at Perfect Circle Corp., Hagerstown; D. Elton Trueblood, author and former professor of philosophy at Earlham College, and Herman B. Wells, president emeritus and chancellor of Indiana University.

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Community Affairs File

Hulman Honorary Chairman Of Jaycee Fund Campaign

APR 22 1974

Community Affairs File

Terre Haute businessman and philanthropist Anton Hulman Jr. has accepted honorary chairmanship of a local Jaycee campaign to raise \$10,000 in matching funds to finance a community Drug Abuse Program.

The local contribution, which the Jaycees hope to raise by July 1, would be added to a federal grant of as much as \$60,000 to conduct the program through Katherine Hamilton Mental Health Center.

Hulman, long-time civic leader and owner of the famed Indianapolis Motor Speedway, is expected to attend a ceremony Monday morning at City Hall during which Mayor William J. Brighton will sign a proclamation designating April 22-28 as Drug Abuse Education Week in Terre Haute.

+ + +

"I'm very proud of what the Terre Haute Jaycees have undertaken," Hulman said. "It is very apparent that a serious drug problem exists in our community, and possibly through the expansion of the Drug

Abuse Service Center now in operation, more education and help that is needed for drug users and abusers can be offered.

"The Wabash Valley is ever growing and interested in its youth," Hulman added

"Because today's youth are tomorrow's community leaders, it is imperative that we do all we can for them."

"I'm honored to be chosen by

See HULMAN

On Page 9, Column 4

Community Affairs File

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Community Affairs File

DO NOT

Hulman

Continued From Page 1

the Jaycees to be their honorary chairman for this fund drive and urge all citizens of our community to support this worthwhile endeavor," he said.

The Jaycees' decision to initiate the fund drive for the program resulted from a community attitude survey last summer that identified drug abuse as one of the most serious areas of local concern. The campaign is strictly a non-partisan effort.

+ + +

Participation by virtually all local high schools is underway with a May 1 deadline set for collections by service clubs and other organizations at each school. The Jaycees will present trophies to the club at each school which collects the largest amount for the program and will award another trophy to the school with the largest overall total.

At West Vigo High School, a joint effort to raise \$1,000 has been launched by the Fellowship of Christian Athletes, the Y-Teens, student council and H-Y Club.

A 1950s dance is scheduled from 7:30 p.m. to 10 p.m. Friday in the West Vigo gym with tickets priced at \$1 per person. A car wash is planned throughout the day on Saturday at Ernie's Marathon in West Terre Haute.

While cars are being washed, West Vigo girls will be conducting a marathon basketball dribbling exhibition at the West Terre Haute fire station to raise donations for the Jaycee program. The dribbling will begin at 9 a.m. and is scheduled to continue for 12 hours.

Roadblocks are scheduled Saturday at the three stoplights in West Terre Haute.

+ + +

At Terre Haute North Vigo High School more than 60 clubs are involved in the effort to support the Jaycee campaign.

Bake sales, car washes, roadblocks and slave auctions are among numerous activities be-

ing planned to raise funds. North students also have set \$1,000 as their goal.

Carl Riddle, North principal, noted that North's student body has done quite well in supporting community programs and he expressed confidence that the goal for the Jaycee campaign would be met.

The junior class at Schulte High School will conduct a road block Saturday at the intersection of Twenty-fifth and Ohio Streets, while the Y-Teens will set up a road block the same day at Twenty-fifth Street and Wabash Avenue.

Fund raising activities are expected to be announced soon at Terre Haute South Vigo High School, State High and Rose-Hulman Institute of Technology.

Darrell Felling, chairman of the Jaycee campaign, said the club is extremely pleased with the response at local schools and added participation by students will play a vital role in reaching the project goal.

Also joining the effort will be Jaycee units in Brazil, Sullivan, Bloomfield, Clinton, Rockville, West Terre Haute and the U.S. Penitentiary south of Terre Haute.

The local and federal funds will be used to provide well-staffed outpatient programs, hospitalization services and community education programs in the six-county area of Vigo, Clay, Sullivan, Vermillion, Parke and Greene counties.

Letters to the Editor

The Terre Haute Star welcomes letters from readers. The briefer they are the better the chance of publication. All are subject to condensation or rejection. All must be signed, but names will be omitted on request. The Star does not necessarily agree with statements made and does not assume responsibility.

To the Editor of The Star:

I was fortunate to attend the Terre Haute Advertising Club's Salute Dinner for Tony Hulman Wednesday evening, and it was a memorable experience.

So much has been said of Mr. Hulman but so little is known of the warm, sincere, timid man who stood graciously at the podium Wednesday night.

Mr. Hulman told several stories, and in so doing made fun of himself—of his awkwardness on several occasions—and revealed a portion of the intangible human life that stands behind the scenes of his numerous tangible accomplishments.

As a native of Terre Haute who has heard so many immature comments from people who would rather criticize such a successful man than focus their efforts on elevating their own characters to the charismatic quality of Mr. Hulman's, I was impressed.

And as a young man still struggling up the ladder of life who could see the uppermost rungs personified by Mr. Hul-

man, I was encouraged to keep climbing toward that self-satisfying pinnacle of being respected by my fellow man.

I sensed that men and women of all ages who were there Wednesday night were similarly impressed and encouraged, so rather than tarnish this message of appreciation with an insignificant signature, let it stand as another thank you to Mr. Hulman from all of Terre Haute.

NAME WITHHELD

Community Affairs

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HEADS STATE DRIVE—Anton Hulman Jr. was named today as the 1960 Indiana Easter Seal chairman for the Indiana Society for Crippled Children and Adults. The Terre Haute businessman will head up the March 17 to April 17 Easter Seal drive in the Hoosier state. The 1959 campaign funds made possible direct service to 4,982 crippled children and disabled adults in Indiana. 7-3-3-60

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HULMAN, ANTON
Tony Hulman
TRIB 10/14/70
**To Be Saluted
By Ad Club**

Anton (Tony) Hulman Jr., Terre Haute industrialist and owner of the Indianapolis Motor Speedway, will be honored by the Advertising Club of Terre Haute for his contributions to business and industry, both locally and nationally.

Hulman will be honored during the club's annual salute dinner, which is set for 7:30 p.m. Oct. 28 in the Hulman Memorial Union at Rose Polytechnic Institute.

Don Tucker, president of the club, made the announcement Wednesday morning.

Clarence H. Young, a native of Flint, Mich., a noted poet and author, will be the guest speaker for the dinner. He is the foremost writer on personalities in the auto industry, dating from the origins of the General Motors Corp.

The salute will be given by John K. Lamb.

Reservations for the dinner must be made with Gene Lowry, Terre Haute Engraving Co.,

Continued On Page 2, Col. 5.

HULMAN, ANTON
Tony Hulman

Continued From Page One.

648 Walnut St., before Oct. 28.

Among the more recent honorees of the club have been Terre Haute's four commercial banks, last year, and the three local institutions of higher learning, two years ago.

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HULMAN, ANTON *TRIB 10/29/70*
Tony Hulman Honored By Ad Club

Anton (Tony) Hulman Jr., Terre Haute industrialist and owner of the Indianapolis Motor Speedway, was honored by more than 350 persons who attended the annual salute dinner of the Advertising Club of Terre Haute Wednesday night.

The dinner was held at the Hulman Memorial Union at Rose Polytechnic Institute.

Hulman was chosen by the Ad Club to be the guest of honor at its annual salute dinner in recognition of the many business, educational and cultural contributions that have come to Terre Haute through his many business interests.

Former companies honored at the annual Ad Club salute have included Columbia Records, Anaconda Aluminum, Commercial Solvents, Pfizer, Weston Paper and Manufacturing, Wabash Fibre Box, Stran-Steel, and local banks and utilities.

In his welcoming remarks, Don Tucker, president of the Ad Club, said the organization is particularly proud this year to be able to honor a man who has done so much for the city as Tony Hulman. Similar accolades were forthcoming from Mayor [unclear] and Larrison and Allison [unclear], president of the Terre

Continued On Page 2, Col. 1.



HULMAN SALUTED — Anton Hulman Jr. (second from left) inspects the scroll presented him during Wednesday night's salute by the Advertising Club of Terre Haute. Admiring the scroll, which was done by Omer (Salty) Seamon, are (from left) John K. Lamb, master of ceremonies; Robert Holibaugh, chairman for the dinner, which was conducted at Hulman Memorial Union at Rose Polytechnic Institute, and Don Tucker, president of the Advertising Club. Martin Photo.

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Community Affairs File

Tony Hulman

Continued From Page One.

Haute Area Chamber of Commerce.

U.S. Rep. John T. Myers (R-Ind.) added his own congratulations and read a letter from Vice President Spiro Agnew commending Hulman on the salute. Myers said President Nixon had written a similar letter that would be delivered shortly.

President Nixon, according to Myers, has indicated that he will attend the Indianapolis 500-mile auto race either in 1971 or 1972.

Kenneth Martin, photographer for the Tribune and former president of the Ad Club, presented Hulman with the Honorary Tall Sycamore Award in appreciation of his contributions to the progress of the entire Wabash Valley.

The principal salute was delivered by John K. Lamb, former executive vice president of the Terre Haute Chamber of Commerce and a life-long friend of Hulman's. Lamb reminisced on the early years he and Hulman spent together in early childhood and primary school years and went on to outline Hulman's remarkable athletic career at Worcester (Mass.) Academy and later at Yale University.

Lamb traced the history of the Hulman family from the arrival of Hulman's great-uncle, Francis, who emigrated to Cincinnati from a small town in Germany in 1842. Hulman's grandfather, Herman, joined his

half brother in 1854, where together they built Hulman & Co., the nucleus of the vast family enterprises.

Lamb went on to enumerate the charitable contributions the family has made over the past century including St. Anthony Hospital, St. Benedict's Catholic Church, Calvary Cemetery, Hulman Municipal Airport, Shades State Park, the Vigo County Historical Museum, Early wheels Museum, and the latest endowment, a gift of \$2.5 million toward the construction of the proposed University-Civic Amphitheater.

Following Lamb's remarks, Hulman was presented with a four-foot long scroll of salute, done by Omer (Salty) Seamon, an area artist and another of Hulman's close friends.

In response, Hulman expressed his appreciation for the tribute but told the audience he must share with all those who work daily to make all the organizations with which he is affiliated what they are.

In charge of arrangements for the dinner were Robert Holibaugh and Ad Club officers including Tucker, Jerry Trimble, vice president; Jean Lowry, secretary, and Don Lofton, treasurer.

Indianapolis To Salute Tony Hulman

By PAT BARNES
Tribune Staff Writer

A salute to Anton (Tony) Hulman, Jr., owner of the Indianapolis Motor Speedway and Terre Haute businessman, will be one of the highlights of Indianapolis Sesquicentennial celebration Sunday.

Hulman will be honored by the city of Indianapolis and several capital city businessmen during a luncheon. Festivities will then be continued with a parade and several attractions at the 500-mile Speedway.

The "500" Speedway activity will get underway at about 2:30 p.m. The parade will consist of several antique cars with former 500-mile drivers at the wheels.

Hulman will have four of his antique cars from his private collection.

Former 500-mile drivers who will be featured in the parade include Louie Meyer—three time winner of the Memorial Day classic, Henry Banks, Peter

Continued On Page 2, Col. 5.

Indianapolis

Continued From Page One.

De Paolo and Floyd Davis.

Indiana will be represented by 17 state-built cars in the parade.

Also scheduled to be on hand will be the Indianapolis Motorcycle Drill Team which has been seen by thousands of spectators during their performances.

A highlight of the attractions at the Indianapolis Speedway will be a 10-lap driving exhibition with one mandatory pit stop for six of the top current drivers. Competing in the exhibition 10-lap contest will be Carl Williams, driving the Terre Haute Special car; Art Pollard, Roger McCluskey, Mel Kenyon, Johnnie Rutherford and Mike Mosley.

Gates at the Speedway will open at 12:30 p.m.

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Community Affairs File

Tony Hulman Honored

S JAN 22 1976

Community Affairs File



MEETING PART OF THE FAMILY — Tony Hulman (left) meets Mrs. Douglas Whitlock, widow of the late Douglas Whitlock, son of the late Mr. and Mrs. Charles Whitlock of Terre Haute, who is a cousin. The meeting occurred at the Indiana Society of Washington reception honoring Hulman. (Photo by Kadel)

S JAN 22 1976



FORMER TERRE HAUTEANS VISIT — J. Morton Swango (left) meets Mrs. Jean Bray Kaericher, a former Terre Hautean, and her husband, Maj. Gen. Kermit Kaericher, attached to the State Department. Mrs. Kaericher is a cousin of Mrs. Swango. (Photo by Kadel)

S JAN 22 1976

By Hundreds

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FORMER TERRE HAUTEANS ATTEND — Former postmaster of Terre Haute, Frank Miklozek (2nd from left) and Mrs. Miklozek, (left) visit with Tony Hulman (right) at the Indiana Society of Washington reception honoring Hulman Tuesday. A third former citizen, Dr. Tom Songster (center), was a member of the physical education faculty at Indiana State University. (Photo by Kadel)

5 JAN 22 1976



FINANCE AND FLYING — Neal Alig (left), vice president of the Indiana National Bank, Indianapolis; and Dick Tribbe (center), vice president of TransWorld Airlines, extend best wishes to Tony Hulman at the reception in his honor in Washington Tuesday (Photo by Kadel) **5 JAN 22 1976**



MORE HOMETOWNERS — Tony Hulman meets former Terre Hauteans Mr. and Mrs. Jerry R. Kirk at the Indiana Society of Washington reception. Kirk is with the Public Health Service, and is a graduate of Indiana State University (Photo by Kadel)

S JAN 22 1976



A SERIOUS ROUDY GREETES HULMAN — Richard L. Roudebush, former 7th District Congressman and now director of the Veterans' Administration, meets Tony Hulman at the Indiana Society of Washington reception. (Photo by Kadel)

S JAN 22 1976

Fort Wayne Honors Hulman As Sportsman

7-7-15-68
FORT WAYNE, Ind., July 13.
—(Special)—Third annual Hoosier Celebrity of the Year award was presented last night to Anton Hulman Jr., Terre Haute industrialist-sportsman, citing him for his outstanding contribution to the state and nation as president of the Indianapolis Motor Speedway.

The presentation was made during a banquet of the Mad Anthonys, an organization of Fort Wayne businessmen concerned with promotion of sports activities in the city.

Previous recipients have been Terry Brennan, head football coach at Notre Dame in 1958, and Weeb Ubanks, head coach of the Baltimore Colts in 1959.

Last night's banquet followed the all-day Hoosier Celebrities Golf Tournament at the Fort Wayne Country Club for outstanding Hoosier citizens and

members of the Ladies' Professional Golf Association.

Among the participants in addition to Hulman were Jack Nicklaus of Ohio State, the National Amateur champion who shot a five-under-par 66; Rodger Ward, 1959 500-mile race winner; Jack Mollenkopf, head football coach at Purdue University; Pete Elliott, head football coach at the University of Illinois; his brother, Bump Elliott, head football coach at University of Michigan; Bernie Crimmins, assistant football coach at Purdue University, and Bill Daddio, assistant football coach at Notre Dame University.

Joyce Ziske of Waterford, Wis., shot a record-breaking 69 to win the professional portion of the tournament with Ruth Jessen of Seattle, Cathy Cornelius of Lakeland, Fla., and Gloria Armstrong of Alameda, Calif., tying for second place.

Community Affairs File

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HULMAN, ANTON TRIB-STAR 12-23-70



FOR THE PHOTOGRAPHER—Anton Hulman Jr., left, is given assistance by Robert Holibaugh and Don Tucker, officers of the Advertising Club, as he displays the citation given him for his service to the community.

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Community Affairs File

Rose-Hulman, Speedway Honored

TO DEC 8 1974

By JAMES DRESSLER
Tribune City Editor

CHICAGO, Ill. — Rose-Hulman Institute of Technology and the Indianapolis Motor Speedway Saturday night earned special salutes from the Indiana Society of Chicago during a gala ceremony at the Conrad Hilton Hotel.

The society, during its 60th annual dinner in Chicago, honored Rose-Hulman as the Hoosier educational institution of the year in celebration of the school's 100th anniversary and honored the Indianapolis Motor Speedway as the Hoosier company of the year.

Tony Hulman, chairman of the board of the Indianapolis Motor Speedway and a Terre Haute industrialist, accepted the award on behalf of the organization which annually stages the "Indy 500," and Dr. John A. Logan, president of Rose-Hulman, accepted the award for the institute.

Rembrandt C. Hiller, president of the Indiana Society of Chicago and a public relations executive of Sears, Roebuck and Co., presented the awards to Hulman and Logan.

In accepting the awards, Hul-

man and Logan told the crowd of about 1,500 that they viewed the selection of the Indianapolis Motor Speedway and Rose-Hulman as a distinct honor and privilege. Hiller said this marks the first time a private school has been honored by the society.

Logan, before leaving center stage, presented Rose-Hulman Distinguished Achievement Awards to two popular and successful Hoosier natives, Chris Schenkel and Phil Harris.

The Distinguished Service Award, initiated for Rose-Hulman's Centennial Year, was presented to Schenkel, a native of the Fort Wayne area, and Harris, a Linton native, for their outstanding contributions and service to mankind.

Harris is a long-time friend of Hulman, and has made many trips back home to Linton and the Terre Haute area. Harris has been a popular figure at the nationally-televised Tony Hulman Classic in Terre Haute and has appeared often at Indianapolis 500 festivities as a guest of Hulman. He is a popular entertainer across the nation.

Schenkel, who has earned respect as one of the nation's top sports announcers for his work with ABC-TV, has made numerous appearances in Indianapolis and Terre Haute. He attracted a record crowd just a few years ago for the annual meeting of the Terre Haute Area Chamber of Commerce.

Hiller, in presenting the awards to Hulman and Logan,

Continued On Page 14, Col. 1.

Group Honors

TO DEC 8 1974

Continued From Page One.

said the society was pleased to honor two such fine Hoosier institutions as the Speedway and Rose-Hulman.

"They have brought fame and distinction to the state of Indiana," Hiller said.

The Indiana Society of Chicago was founded in 1905 by George Ade, Edward M. Hollaway, John T. McCutcheon and a group of other prominent Hoosiers of the day.

Purpose of the organization is to preserve Hoosier heritage and tradition in the Chicago area and to encourage ties of out-of-state Hoosiers with their friends in their native state.

Master-of-ceremonies for the program that followed presentation of the awards was none other than the popular Schenkel, who did an excellent job. Harris also came up with a few of his choice comments during a short stint on the center stage.

Rose-Hulman students played an important role in the program. The school's band, drill team, color guard and glee club performed. The Rose Rifles Exhibition Drill Team gave a six-minute exhibition and the talented glee club members sang some of their favorite songs for 15 minutes, drawing much applause from the crowd.

The students left Terre Haute early Saturday morning on three buses to get to Chicago in plenty of time for the festivities.

The 1974 Miss Indiana, Penny Tichenor, and a number of other top entertainment acts followed the Rose-Hulman students on the program.

The professional entertainment included Portland native Jack Imel, a featured member of the Lawrence Welk television

show; Pat Buttram, formerly featured on television's "Green Acres," and Ben Arden and his orchestra.

Another feature of the program included the auction of a rare 1935 Auburn boat-tailed speedster replica by the renowned Kruse-Class Auction Company of Auburn.

About 100 Terre Haute citizens journeyed to Chicago for the dinner and the honoring of Rose-Hulman and the Indianapolis Motor Speedway. The program had special importance to Terre Haute since Rose-Hulman is located on the outskirts of the city and because Hulman is a resident of Terre Haute.

Logan and Benjamin G. Cox, chairman of the board of managers at Rose-Hulman, headed the institute's delegation in Chicago.

The Rose-Hulman contingent included Ronald G. Reeves, vice president for development and public affairs; Dr. Herman A. Moench, senior vice president; Dr. James B. Matthews, vice president for academic affairs and dean of the faculty; Ralph M. Ross, vice president for student affairs and dean of students; Duncan C. Murdoch, dean of Admissions; Dr. Wilkinson W. Meeks, professor of physics; and Dr. Samuel Hite, professor and chairman of the division of chemistry and chemical engineering.

Many members of Rose-Hulman's board of managers are members of the Indiana Society of Chicago and attended as additional ambassadors of the school.

They include, besides Cox, Carl E. Ehrenhardt, Marshall T. Hubbard, Edward Baur, Richard F. Bergmann, Ruel F. Burns Sr., Joseph R. Cloutier, John T. Newlin, Forrest G. Sherer and Maynard C. Wheeler—all of Terre Haute.

Also, James C. Skinner, Carroll H. Blanchard, Thomas W. Binford and Thomas W. Moses.

all of Indianapolis, and Adam K. Grate of Dallas, Tex.

Two local banks, Terre Haute First National Bank and Merchants National Bank of Terre Haute, held a reception from 2 to 5 p.m. Saturday at the Conrad Hilton Hotel. That reception gave Terre Hauteans a chance to chat with many out-of-state Hoosiers and others attending the event from numerous Indiana cities.

Cox, chairman of the board of managers of Rose-Hulman, said he was very pleased the two local banks joined hands as hosts of the reception.

The evening festivities of the Indiana Society of Chicago started at 6 p.m. and were not concluded for about five hours.

The society's dinner is an annual affair where Hoosiers can take pride in the industry and education in Indiana, Cox noted.

The Indianapolis Motor Speedway was purchased by Hulman in the Forties and he proceeded to pour millions of dollars into improving and modernizing it. He has been credited with making the "500" a classic in customer comfort and convenience—something he was determined to upgrade when he purchased the facility.

Rose-Hulman, founded at Terre Haute on Sept. 10, 1874, is the oldest privately supported college of engineering and science west of the Allegheny Mountains. Since its founding, a diploma from the school has been recognized as excellence in engineering education and career preparation for engineers and scientists.

The first class was graduated in 1885 and since then more than 4,000 young men have received degrees from the school and established its internationally-known reputation.



INDIANA SOCIETY IN CHICAGO—Tony Hulman, left, owner of Indianapolis Motor Speedway; Rembrant C. Hiller Jr., president of Indiana Society, Chicago chapter, and Dr. John Logan, right, president of Rose-Hulman Institute of Technology, share light moment during annual meeting of the society in Chicago Saturday night. AP Wirephoto.

St. Mary's to Award

MAY 2 1975

Community Affairs File

Mary Fendrich Hulman, Abigail McCarthy and Virginia Galvin Piper will receive honorary degrees from Saint Mary-of-the-Woods College during the 134th commencement exercises on Sunday, May 11.

Ninety-nine students are candidates for degrees this year at SMWC, Indiana's oldest liberal arts institute for women.

Graduation ceremonies will begin at 1 p.m. in the Cecilian Auditorium of the Conservatory of Music on campus. Mrs. McCarthy, author, lecturer and educator, will deliver the commencement address.

The first honorary degree recipient, Mrs. Hulman, a native of Evansville, was graduated from St. Mary-of-the-

Woods Academy in 1923. She was also graduated from Georgetown Visitation Convent Junior College in Washington, D. C., in 1925.

Married in 1926 to Anton Hulman, Jr., she is the mother of one daughter, Mari Antonia (Mrs. Elmer) George. The Hulmans have four grandchildren.

Over many years of public service, Mrs. Hulman has been a member of the Executive Board of the St. Mary-of-the-Woods Alumnae Association and of the Development Board of Wabash College, Crawfordsville. She has been active in the Public Health Nursing Association of Terre Haute and has served on many supporting agencies for the benefit of St.

Anthony Hospital. She was a member of the former John Heron Art School in Indianapolis and is currently on the Fine Arts Committee of the Indianapolis Museum of Art where she serves as a trustee.

Mrs. Hulman served on the Board of Overseers of the Swope Art Gallery from 1961 to 1964. In that year she was appointed to the Board of Managers of the Swope Art Gallery, to which she was elected president.

Mrs. Hulman is vice president of Fendrich Industries, Inc., the successor to the H. Fendrich Cigar Company of Evansville, and she is a director of Hulman & Company of Terre Haute. She is also a director and with her

husband was the creator and benefactor of Hulman Foundation, Inc. Through the Hulman Foundation, Mr. and Mrs. Hulman have made substantial contributions to the nation in general and to the community of Terre Haute in particular. She received an honorary degree last year from Rose-Hulman Institute of Technology.

Mary Hulman represents the desirable combination of an illustrious lineage and loyalty to the principles of family development and growth, all in the American tradition, together with a commitment, dedication and participation in philanthropic public service.

Abigail McCarthy, second honorary degree recipient, is a

3 Honorary Degrees

moderate in the women's equality movement and founding president of The Clearing House, an association of major women's organizations in the U.S.

Mrs. McCarthy received her bachelor's degree from Saint Catherine's College and holds a master's degree from the University of Minnesota. She has done further study at the University of Chicago and the Breadloaf School of English and holds a honorary degree from Trinity College.

She has taught in the public schools of Minnesota and North Dakota and at Saint Catherine's College, Saint Benedict's Col-



VIRGINIA PIPER



MARY HULMAN



ABIGAIL MCCARTHY

Continued On Page 2, Col. 7.

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St. Mary's X

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lege and Saint Paul's Diocesan Teachers College.

Mrs. McCarthy has written books titled "Private Faces, Public Places," "First Steps in Christian Renewal, Ecumenism" and "Our Father's House." The mother of four also has a Washington novel in progress for Doubleday with publication planned for 1976.

She has been a contributor to "Atlantic Monthly," the "Washington Post" and the "New Republic." Mrs. McCarthy is also a bi-weekly columnist for "Commonweal" magazine as well as bi-monthly contributor to "One Woman's Voice."

The author holds numerous organizational positions. Some of these include: vice president of the Church Women United of USA; vice chairman of the National Catholic Conference for Racial Justice; trustee at Saint Catherine's College and director of the Dreyfus Corporation. She is also a member of the Advisory Council for Women's Equity Action League, the Advisory Council for Women's Campaigns and the Bishop's Committee on Latin America.

Mrs. McCarthy appeared at the Woods earlier during this academic year as part of the Poynter Project.

The final recipient of the honorary degree is Mrs. Virginia Galvin Piper, civic leader and benefactor of the College. She was married in 1945 to the late Paul V. Galvin, who pioneered in the development of the radio and television industry. He was founder and president of Motorola, Inc. and matched his business genius with his concern for the needs of others.

Mrs. Piper has been involved in countless worthwhile projects, many of which were the unfulfilled dreams of Mr. Galvin, who died in 1959.

Some of these include the geriatrics floor at St. Joseph Hospital, Chicago; the Paul V. Galvin Science Center at the University of Notre Dame; the Paul V. Galvin Coronary Care Unit at St. Francis Hospital, Evanston, Ill., and the Paul V. Galvin Fine arts and Communication Center at St. Ambrose College, Davenport, Iowa.

Mrs. Piper has initiated extensive scholarship programs at several universities including St. Mary-of-the-Woods College.

In 1971, Mrs. Piper established Paul V. Galvin Memorial Scholarships at the College. In 1974, she made a challenge grant of \$250,000 from the Paul V. Galvin Charitable Trust of Chicago.

Mrs. Piper was a member of the first Advisory Board of Marillac House, Chicago; holds membership in the Hundred Club of Chicago and serves on the Woman's Boards of DePaul University, University of Notre Dame, the National College of Education, Northwestern University Settlement, the Chicago Northshore Unit of the American Cancer Society and St. Joseph's Hospital, where she is also a member of the Board of Directors.

In December, 1969, she married Kenneth M. Piper, who died suddenly in January, 1975. Mrs. Piper now resides in Scottsdale, Ariz.

Both she and Mr. Piper were involved in Arizona geriatric programs and the Arizona Heart Institute. They served on the Lay Advisory Board of the Geriatrics Program of the Bishop of Phoenix. Mrs. Piper continues to serve on the advisory board and to work with the Franciscan Renewal Center of Scottsdale, where a hall has been dedicated in memory of Mr. Piper. She serves on the Advisory Board of the Scottsdale Girls Club and on the Board of Directors of the Arizona Heart Institute and Arizona Boys Community.

Commencement Weekend activities will begin with a reception for graduates, parents, faculty and administrators in Le Fan Parlor from 3:30 to 4:30 p.m. Saturday, May 10. Brunch will be served for them in the college dining hall after Mass on Sunday.



PRESENTATION—Tony Hulman is presented a framed copy of the cover that appeared on the summer issue of the Hoosier Motor Club's member magazine, HOOSIER MOTORIST. The club's executive vice president, James W. Parks, made the presentation along with the artist, Mac Heaton. The illustration includes the "stars" of the "500" race—the track, the crowd, the Borg-Warner trophy, the new museum, the first race car, and the "500"—Tony Hulman.

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HULMAN, ANTON



FRIENDS AND ASSOCIATES helped the Terre Haute Ad Club thank Anton Hulman for his community dedication and support. From left are John Lamb, Hulman, Bob Holibaugh and Don Tucker.

12/23/70

TRIB-STAR

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Hulman Gives JCs' Anti-Drug Abuse Fund \$2,000 For Goal

By LARRY GIBBS
Star Staff Writer

A \$2,000 contribution by Anton Hulman Jr. and a \$2 donation by five youngsters who formed a neighborhood club helped the Terre Haute Jaycees reach a \$10,000 community goal Tuesday.

Collected during a three-

month campaign, the \$10,000 will be presented to the Alcohol and Drug Service Division of Katherine Hamilton Mental Health Center for creation of a six county drug abuse program. The local funds will be used to secure a federal grant that may total as much as \$60,000. Dr. Steve Dingfelder, director of the Alcohol and Drug Service Division, will accept the \$10,000 check from the Jaycees during a news conference scheduled for 11 a.m. Friday at the division offices, 2070 N. 13th St.

+ + +

Darrell E. Felling chairman of the Jaycee fund-raising effort, said approximately \$8,000 of the total was raised through public donations and pledges while the remaining \$2,000 was contributed by Hulman, who served as honorary chairman of the project.

"The Jaycees are very grateful for Mr. Hulman's generous expression of interest in his community, through both his contribution and his service as honorary chairman," Felling said. "By donating his time and resources, Mr. Hulman has demonstrated his sincere interest in helping fight the serious menace of drug abuse."

Hulman joined U.S. Rep. John Myers (R-7th Dist.), U.S. Sen. Birch Bayh (D-Ind.) and former district attorney Ed Applegate at a mammoth Jaycee banquet last Saturday at Rose-Hulman Institute which raised \$1,200 for the project. The dinner, attended by a capacity audience, was the second most successful single event of the project, ranking behind the Jaycee Kart Grand Prix June 9 which netted \$1,500.

+ + +

"Contributions came from a variety of sources," Felling noted, "including a \$2 donation from five boys who formed a neighborhood club. That contribution represented one third of their entire club treasury."

Personal and business contributions accounted for \$3,200 while Vigo County high schools got the project moving at an outset with collections totaling \$1,700. Jaycee roadblocks on April 27 netted \$400.

Details of the federal grant application and an explanation of the services to be provided under the program are expected to be outlined by Dr. Dingfelder during Friday's check presentation.

Generally, the counties of Vigo, Clay, Sullivan, Vermillion, Parke and Greene will participate in the program, which will offer hospitalization, outpatient and counseling services to victims of drug abuse.

"In addition to the general public and numerous individuals who helped make the campaign a success, I personally would like to acknowledge the hard work of the Jaycee committee which assisted me as chairman," Felling continued. "Working on the committee were Ron Luttrell, Bill Elliott, Phil Hanna, Wayne Wente and Bill Gill."

"The Jaycees now will watch with great interest as the grant application is prepared and the program gets moving," Felling added. "We're ready to assist with manpower or in any other way to follow through this community effort."

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GOAL REALIZED—The Terre Haute Jaycees have reached their goal of \$10,000 to help finance a local drug abuse program, thanks to an extensive campaign and a final donation by Anton Hulman Jr., honorary chairman of the fund-raising campaign. Seated left to right are Wayne Wentz, Jaycee president; Hulman, and Darrell E. Felling, Jaycee campaign chairman. Standing, left to right, are Dr. Steven Dingfelder, director of the Drug and Alcoholic Clinic at Katherine Hamilton Mental Health Center, and Jaycees Phil Hanna and Bill Gill. (Photo by Bruce)

I get more pure self satisfaction from problem-solving. The every-day routine is not my dish," he adds.

Relaxation is important to any executive and Tony takes advantage of his 750-acre lodge in Terre Haute whenever he can. It's restful, isolated and generally quiet. Sometimes the guest list gets out of hand and the retreat turns into a beehive of activity.

Another form of relaxation that hardly seems relaxing is deep sea fishing. Tony captained the U.S. team that won the international tuna tournament in waters off Nova Scotia. Tuna in the 700-800 lb. class was not an uncommon catch.

He also golfed for quite a few years but now has given it up. "About all I do nowadays is try to watch my weight from getting out of hand," he grins. He still looks neat and trim.

Philanthropy is a synonymous word for the Hulman family in Terre Haute. Tony's grandmother, Mrs. Herman Hulman Sr., guided the birth and growth of St. Anthony's Hospital in Terre Haute. With the Poor Sisters of St. Francis of Perpetual Adoration, the Hulman family has assisted in the hospital's present growth. Tony's mother, Mrs. Grace Smith Hulman, who passed away only recently, was especially interested in the progress at St. Anthony's.

Tony takes special pride in Terre Haute and gives freely of his time, talent and finances to spur development. When needed, he just gives. Like the \$100,000 to help build an airport. It now bears his name and is manned by a segment of the Indiana National Air Guard besides being a commercial landing field.

He presented 55 valuable acres to Indiana State University's downtown campus expansion program. The Student Union is now called Hulman Center as partial repayment.

When outside interests seemed intent on buying the local newspapers, Tony stepped in and bought them. "Newspapers should be locally owned," he simply stated.

Employees of Hulman & Company regard the 360-acre Forest Park deposited in their name as an ideal location for family fun.

Residents of Eagledale in Indianapolis also enjoy Eagledale Park. It's a gift from Tony.

Mrs. Tony Hulman is the former Mary Fendrich of Evansville. "We just started dating after I got home from New Haven and were married in 1926," Tony recalls. They have one daughter, Mari Antonia Hulman George, and a granddaughter, Nancy Lee George.

Poets and philosophers have asked for years, "How Do You Measure a Man?"

Tony Hulman can be best summed up by the words of business associate and personal friend Frank E. McKinney:

"I see Tony Hulman as the very essence of the spirit that has made Indiana great. His broad horizons encompass every facet of worthwhile activity and affect every citizen of the Hoosier State in one way or another. As an industrialist with his many diversified interests, he contributes greatly to the economy; as a sportsman, he has made our state internationally famous; as a civic and social leader, he is outstanding. Tony Hulman is at the same time a product and stalwart builder of our Indiana Heritage."

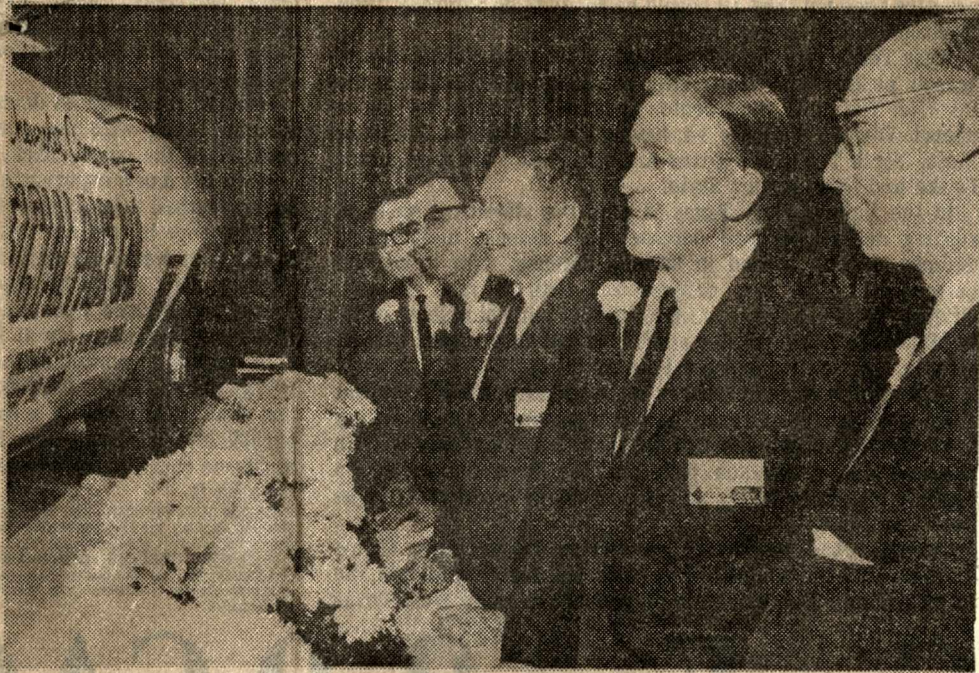
With Tony Hulman the sheer weight of his physical holdings might distort the scale. Besides being president-director of Hulman & Company, Wabash Valley Broadcasting Company (WTHI and WTHI-TV), and the Speedway, he also is chairman of Hulman Realty Corp., Dayton, and a similar corporation in Evansville.

He serves as director of many companies and has an interest in many others. From mining to chemicals to finance to utilities.

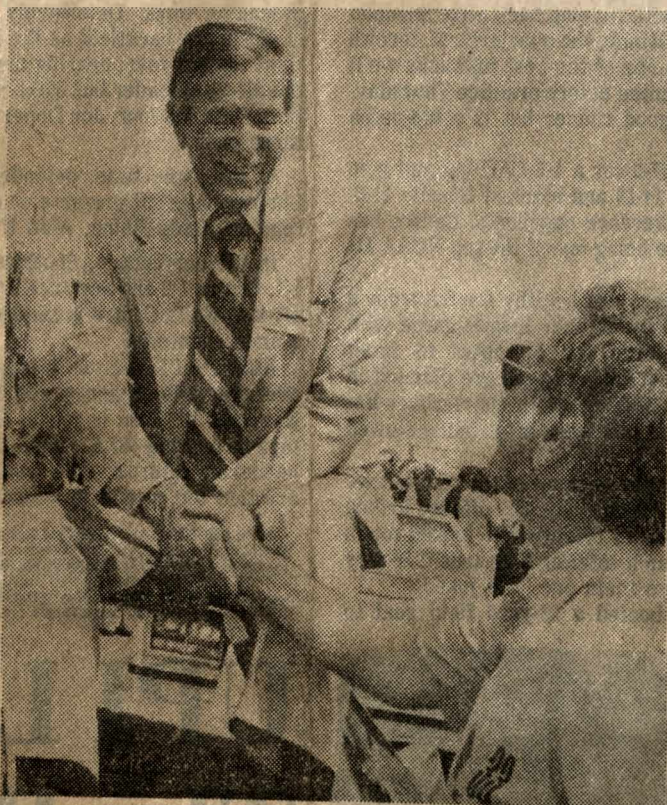
He recently ventured into cable tv with sidekick Joseph Cloutier and the Columbia Broadcasting Company. Joe Cloutier serves as an executive of Hulman & Company and many other Hulman enterprises.

Tony Hulman has associated with kings and jesters. He has safaried with the Duke of Manchester in Mau Mau country and probably spent as much time talking with the guides as he did the Duke. He likes individual people.

So, how do you measure a man who owns all that, still stays busy solving problems, enjoys a hearty laugh and has a fondness for chocolate ice cream sodas?



CHECKING THE PACE CAR—The pace car for the Indianapolis 500 about 1959 was checked over by (left to right) Tom Reck, sports editor, The Star; Clarence Cagle, Speedway superintendent; Tony; Governor Edgar Whitcomb; and Lawrence E. Sawyer, editor, The Star. The occasion was the annual press party.



GREETING A FRIEND—Tony Hulman sits on the back of the pace car at the Indianapolis 500, and pauses to shake hands and say a few words to a passing friend.



SILENT VOICES—Two of the most famous voices in auto racing history are now silent. In one of their last meetings at the Hoosier Hundred Classic in 1974, Tony Hulman and Sid Collins "chatted" in front of the grandstand at the Indiana State Fairgrounds. Collins was "Voice of the 500" for many years prior to his death in April. Hulman, owner of the Indianapolis Motor Speedway, died Thursday night.

(Star Photo: Jerry.)

Tony Saw His First '500' Race In 1914

Tony Hulman saw his first Indianapolis 500 in 1914 when he was 13 years old and his fascination continued through to his death Thursday night.

Only 31 years ago, Hulman, one of the richest men in the nation and almost without a doubt the wealthiest in Terre Haute, purchased the Indianapolis Motor Speedway which almost overnight turned into a success.

Hulman was worried up until race time the first year he was in control if enough people would show up to make the Memorial Day event successful. Now more than an estimated 400,000 fans flock to IMS each race day to witness the world's richest auto race and

the largest one-day sporting event.

From day one of his ownership, the Terre Haute industrialist poured the IMS profits into capital improvements, claiming not a penny was kept for actual profit. Slowly, seating areas were replaced and erected, a new tower constructed and most-recently a new, large museum was built and the track surface repaved.

Tony Hulman was born Feb. 11, 1901, the son of Anton and Grace Smith Hulman. He made his home at Terre Haute, and in 1927, moved into the white colonial mansion on Terre Haute's near south side with his new bride, Mary Hulman Smith. The Hulmans still occupy the same home.

His education began in Terre Haute schools and continued through Lawrenceville Academy in New Jersey, Worcester Academy in Massachusetts until his graduation from Yale Scientific School. He was a superior student, being named to Tau Beta Kappa, engineering's Phi Beta Kappa.

However, his excellence didn't stop at the classroom level. Hulman once was called the world's greatest pole vaulter and was an excellent hurdler. He also was an All-American football player, playing end on the undefeated Yale football team of 1923. He once won a high hurdles race in an international meet at Wembley, England.

His interest in sports went further. One of the highlights of his involvement was his captaincy of the U.S. Tuna team in 1951. However, in 1948 he landed two 600-pound plus tuna to help the U.S. team win the world title for the first time.

Hulman, through his nobility and success, attracted public attention wherever he journeyed, although he preferred the low profile. He once told a reporter, "I hate to be in-

terviewed. I'm always scared to death." However, Hulman recognized the need to communicate and was a friend to every reporter who talked with him.

His involvement in community and charitable endeavors, business ventures and awards and tributes are too numerous to include the entire list. Whenever someone needed assistance with a worthwhile project, Tony Hulman was one of the first to be called, not because of his vast monetary fortune, but because he was always willing to roll up his sleeves and go to work to aid the cause.

One of his primary interests was his work with the U.S. Savings Bond program which began after World War II. In 1967, Henry Fowler, then secretary of the treasury, presented Hulman with an award for his efforts.

In 1961, Hulman was honored as Indiana Celebrity of the Year. The Indiana Society of Washington conducted a celebration in his honor in January of 1976, which many Washington, D.C., dignataries attended. Only a few weeks ago Hulman traveled to Washington again, this time to meet with President Carter.

Both Hulman and his wife, Mary, have been involved extensively with Vigo County historical programs. They participated in the development of Terre Haute's first museum at Sixth and Washington streets, across the street from the Hulman residence. Hulman also contributed to the moving and restoration of the Paul Dresser birthplace, and recently was involved in the acquisition of the historic Markle House.

Throughout his years, Hulman worked with several other organizations, including the Indiana State University Foundation, the Indiana Chamber of Commerce, Indiana Cancer Society, Indiana Division of the American Red Cross, Olympic Games Committee and James Whitcomb Riley Hospital research fund.

Hulman and Company was developed by Hulman's grandfather, Herman, and Herman's brother, Frank. Herman assumed leadership responsibilities in 1858 and the company was turned over to Hulman's father, Anton Sr., in 1913 when Herman died. Tony Jr. became president of the firm after his father's death in 1941.

The Hulman empire was launched and through development of a specialized baking powder which exceeded all sales expectations, allowed the firm to branch into several areas.



THE SPEEDWAY MAN—Tony Hulman, who died Thursday, was best known for his association with the Indianapolis 500-mile race and rightly so but his ties with sports didn't end at the Speedway. He was photographed at a Hulman Classic dinner, left, with the top sprint car



race in the countr named for him and, right, he presented a trophy to The Hulman Stars, one of the top semi-pro baseball teams in the country. With him at the time was prep all-stater Curt Phillips, who played for Indiana Central this past season. (Star Photos: Kadel)



HULMAN FOUNDATION TO ROSE—This photo of Tony and Mary Hulman, with Benjamin G. Cox and Dr. John Logan, then president of the board of managers and president of RoseHulman Institute, respectively, was taken when Tony announced the gift of the Hulman Foundation to the college. The name of the school was changed shortly thereafter to Rose-Hulman Institute of Technology.



ST. ANTHONY ADDITION—Tony turns the first spade of dirt for the addition to St. Anthony Hospital, as Leonard Marshall (left) and Governor Henry Schricker look on. The hospital's Mother Superior watches the procedure.



LOOKING OVER PLANS—Tony seems pleased with the plans for the new Hulman Links east of the city, for which he contributed land and funds. Pat Daugherty, left, park superintendent, explains the layout.

The Star, Terre Haute, Ind., Saturday, October 29, 1977

Hulman's Activities Many In Scope

Many Friends, Associates Pay Tribute To Hulman

By DAVID H. COX
Star Staff Writer

Many people lost a true friend Thursday night when Anton C. "Tony" Hulman Jr. died. The midwest tycoon who took a floundering piece of Indian-

apolis property and, through his ingenuity, built the racing empire of the world preferred to remain behind the scenes, rather than catch the limelight of success.

Many of his business as-

sociates testified to his sincerity, both in public and private worlds. Praising adjectives weren't spared by those who were contacted.

SEN. BIRCH BAYH — "He was like a father to me. He was

who shunned center stage. For his contributions, I join many in gratitude."

DR. RICHARD G. LANDINI, (ISU president) — "He was a true friend and generous benefactor to the university. His interest and participation in campus activities were always a wonderful human being. What more can I say?"

SEN. RICHARD LUGAR — "Millions of racing fans all over the world will join Hoosiers in mourning the death of this great sportsman. His genius brought pleasure and excitement to us all, and economic vitality and prestige to Indianapolis."

MAYOR WILLIAM BRIGHTON — "He probably has done more for his community than any individual in the history of Terre Haute. All that aside, he was a fine, conscientious man. He will be sorely missed by his family, friends and community. We may live a lifetime and not see a man as willing to do so much for his

DR. ALAN C. RANKIN, (former ISU president) — "Literally millions of Americans thought of Tony Hulman as a friend. Few men were so widely known, few men knew so many. He was a national treasure. All of us have lost a great and good friend, but we shall cherish the memory. He exemplified the Athenian oath by leaving this place better than he found it."

RALPH TUCKER, (former mayor) — "His untimely death is a tragic loss to this community and to the state and to many thousands throughout this nation. He was a most compassionate, generous and kind man, truly an irreplaceable one. Like thousands of others, I feel a great personal loss."

CONGRESSMAN JOHN MYERS — Mr. Hulman's death leaves a great void. Wherever

Richard



AIRPORT DEDICATION—More than 20 years ago, a bronze plaque honoring Mrs. Anton Hulman Sr. (center) and Anton Hulman Jr. (right) was dedicated in the airport terminal. Watching is Edward J. Whalen (left) shortly after the ceremonies. Tony and his mother provided most of the land and funds for the airport.

He traveled in this country, Tony Hulman was known as Indiana's ambassador to the worlds of business, sports and civic affairs. His contributions to the world of racing, as well as his generous philanthropic contributions to his community, state and nation, will be remembered for years to come. His success in the business world was a prime example of the free enterprise system at its best. Our sympathy goes to his family. Tony will be missed and remembered by us all."

INDIANAPOLIS MAYOR WILLIAM HUDNUT — "We all mourn the passing of Terre Haute, a great friend to our city and to the entire state. He had visions of the Indianapolis Motor Speedway becoming a first class operation and his hard work and dedication accomplished that. He left us a legacy to be enjoyed by millions of racing fans. Gentlemen will continue to start their engines, but it won't be the same without Tony."

GOV. OTIS BOWEN — "Mr. Hulman was one of Indiana's most distinguished citizens and businessmen. His many and substantial contributions to the state and to the advancement of auto racing will cause him to be fondly remembered for years to come."

DR. SAMUEL HULBERT, (Rose-Hulman president) — "It was a shock; a very sad day for us. I only knew him a couple years, but he was the finest gentleman I ever met. We had many discussions, but he never wanted to exert any influence or ask for special favors."

MIKE RENDACI, (board member at Ivy Tech) — "We not only lost a good man for Terre Haute, but that man made things go. It was a great loss for the community. He was a friend of us all. Whenever there was a problem, that's the guy we went to."

SISTER JEANNE KNOERLE, (St. Mary-of-the-Woods president) — "I was surely shocked and saddened by the death of this man who played such a key role in the community. It will be hard to imagine Terre Haute without him. Though he was a man with great color and influence, I think he will perhaps be remembered most as a quiet man

a source of encouragement and pride for the university community. Tony Hulman was possessed of extraordinary energy, strong conviction, and an expansive and warm personality. The university's strength and integrity are in no small measure owing to Tony Hulman's interest."

DR. JOHN A. LOGAN, (former Rose-Hulman president) — "He was one of the greatest men I knew anywhere in the world. His generosity to Rose-Hulman came at a very critical time and resulted in a breakthrough in the educational program. He helped establish Rose-Hulman in the

forefront of engineering schools. His leadership will be very sadly missed. There's no one to replace him. It's a real disaster for the community."

Joseph R. Cloutier, (vice president of Hulman and Company) — "It's just very hard to realize. He's been so active all these years, it's just hard to realize he's gone. He's one of those people you expect to go on forever."

DON SMITH, (president of Terre Haute First National Bank) — "You can't say enough to cover the situation. He was a man I looked up to all my life, a man I admired greatly."

THOMAS BINFORD, (chief

steward, Indianapolis 500; president, Indiana National Bank, Indianapolis, and president of the board of managers, Rose-Hulman) — "Tony was almost a legend in his lifetime. He filled a very unique niche in the life of Indianapolis and in auto racing throughout the country. His passing will be felt in many ways. We all have lost a great friend."

In other comments, syndicated radio commentator Paul Harvey called Hulman a giant in the auto racing industry and Lew Wood, newscaster on NBC's *Today*, said, "He was a real friend and one of the finest gentlemen I ever met."



Tony Hulman

Dateline: Main Street

Tony

He was somewhat shy, but enjoyed people and being among them. He was at home wherever he was, in a garage or at a banquet.

Tony was thorough, and some decisions were a long time in the making while others came quickly.

He had a long-time interest in cars and racing, which eventually led to his acquiring the Indianapolis Speedway and the establishment of the Early Wheels Museum in Terre Haute and the Speedway Museum at the track. Antique and classic cars were purchased and restored, and put on display for the public to enjoy "the early days of the automotice industry."

As a member of the U.S. Tuna Fishing Team for several years, he aided the team materially. At Yale he was an active sportsman and was on the U.S. Olympic rowing team.

His business ventures were many and diversified. Yet he knew what each of them were doing.

He also had troubles and problems, as does everyone. And he coped with them, as does everyone.

compassion for others, of concern for his community and state.

This was Tony Hulman.

His interest in the Wabash Valley, its growth, improvement and better quality of life was evident through his long years of active support of the Wabash Valley Association and the Wabash Valley Interstate Commission. Earlier this year, he was honored by the Interstate Commission with a special plaque for his support over many years.

Tony was the first chairman of the Indiana State Water Resources Commission, and served for several years. There were several accomplishments under his leadership. This was truly a working Commission and a working chairman.

Shortly before World War II, he was asked by then mayor, the late Vern McMillan, to aid in raising funds for a Safety Council to promote industrial, home, business and traffic safety in the area. There was no hesitation, and largely through these initial contacts by Tony, the Council was started. The idea of the Council was that of the late James R. Benham, editor of The Star, and close friend of Tony.

He was a gentleman.

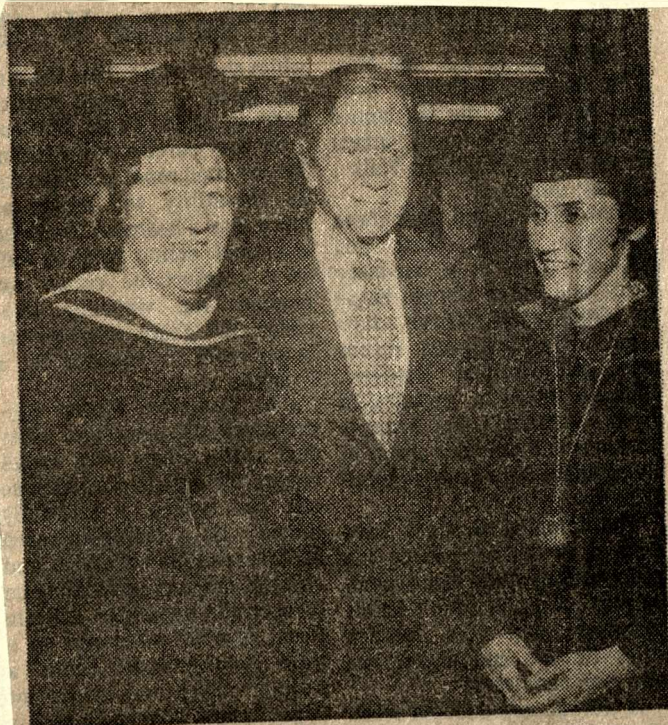
There is a void where once stood a man of many talents, of



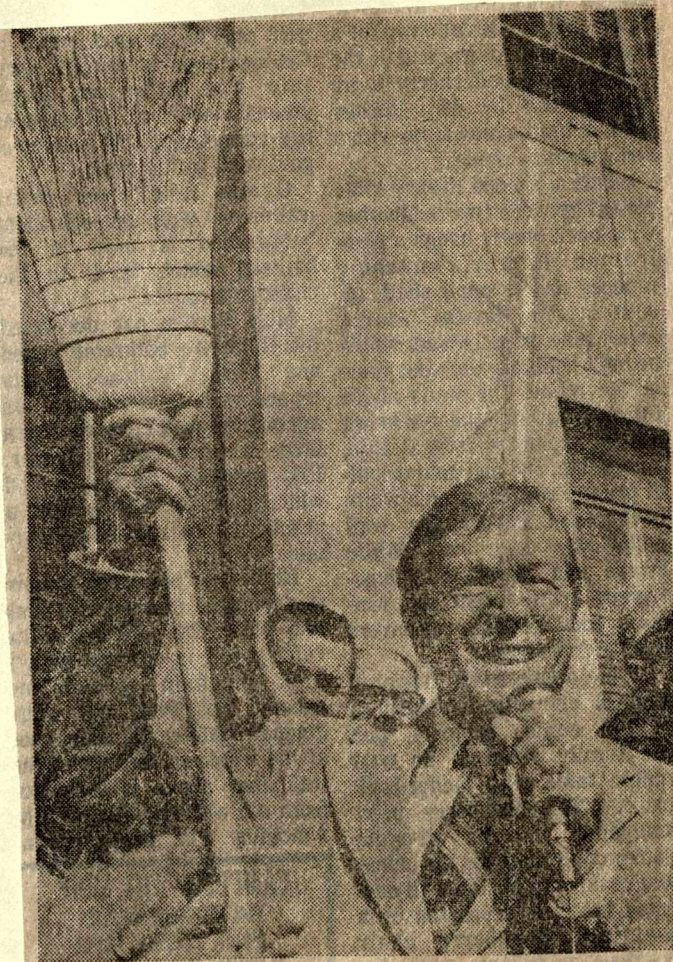
READING THE SCROLL—A proud Tony reads the inscribed scroll presented to him by the Terre Haute Advertising Club a few years ago, for his leadership in the advertising media.



VICTORY FOR BONDS—The late Bernie Burdick (right) presents a savings bond Liberty Bell to Tony (left) recognizing Tony's many years of service as savings bond chairman for Vigo County.



HONORS FOR MARY—Mrs. Anton Hulman (Mary) was presented an honorary doctor's degree by St. Mary-of-the-Woods College in recognition of her work in higher education for women. A proud husband looks on with Sister Jean Knoerle, president of the women's college.



CLEAN IT UP—Tony holds a broom aloft as a symbol of cleaning up the community during Clean-up Week a few years ago. He was honorary campaign chairman.

'TONY' HULMAN
PARADE MARSHAL
Community Affairs File
AT-EVANSVILLE

EVANSVILLE, Ind. (AP)—Officials of Freedom Festival V say they expect more than 500,000 persons to attend events leading up to the annual Fourth of July festivities here.

Artoon "Tony" Hulman, of Terre Haute, owner of the Indianapolis Motor Speedway, will be the parade marshal and Paul Lavalle of Radio City Music Hall will be returning as music marshal.

More than 120 units, including 10 major floats, highlight the parade, which will include seven drum and bugle corps teams among 30 musical units.

More than 125,000 are expected to view the July 4th fireworks.

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Community Affairs File

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Rose-Hulman to Cite Hulman, Hazzard

Rose-Hulman Institute of Technology will look back on its history, look ahead to its mission and begin a year-long Centennial Celebration with an academic convocation and banquet Saturday night.

The opening convocation of the centennial celebration will feature the awarding of honorary doctorates to Anton Hulman Jr., Terre Haute industrialist and the college's chief benefactor of the 20th century, and Dr. George W. Hazzard, president of Worcester Polytechnic Institute—the college which RHIT founder Chauncey Rose and his 19th century confidants chose to pattern Rose's "dream school of the West."

The celebration will begin at 6 p.m. Saturday in the main building auditorium, followed by the president's reception at 7:30 and the centennial banquet at 8 p.m. in Hulman Memorial Union.

Dr. John L. Bloxsome, professor emeritus and historian, will be the keynote speaker at the convocation. His topic is "Rose: The First One Hundred Years."

Prof. Bloxsome will draw on his 45-year association with the institute as a teacher, vice president for development and more recently as author of a book in honor of the centennial in charting the progress of this unique institution steeped in tradition and academic excellence.

Dr. John A. Logan, who has guided the institute during the most exciting period of enrichment and growth in the school's history, is the keynote speaker for the centennial banquet. He

Continued On Page 10, Col. 4



ANTON HULMAN JR.



DR. GEORGE HAZZARD

will speak on "The Challenge of the Future."

During the period since Dr. Logan assumed the presidency of Rose-Hulman in 1962, the college has undergone a carefully planned growth from 500 students to the current enrollment of 1,050 men, while maintaining the high academic standards which have existed at the school since it first opened its doors to 27 students in March, 1883.

Faculty enrichment and curricular innovations have paralleled the recent growth in the student body. The institute has been and continues to be engaged in a most ambitious building program aimed at providing the physical plant necessary to carry out Rose-Hulman's objective of being the nation's finest college of engineering and science dedicated to under graduation education. In honoring Hulman, the institute is recognizing a legacy of outstanding contributions to the community, the state and education by the Hulman family.

A lifelong Terre Haute resident, Hulman was graduated from Yale University with a B.S. in administrative engineering in 1924. He entered the business founded by his grandfather and has built it into one of the Midwest's most diversified enterprises.

Through his efforts and true sportsmanlike manner he has developed the Indianapolis Speedway and the Indianapolis "500" auto race into one of the world's greatest sports spectacles.

The Hulman tie to the institute dates back to the time of the founding when the family donated a substantial amount of the bonus required to lure Rose's first president from the presidency of Worcester Polytechnic Institute.

In 1917, Anton and Herman Hulman donated the 123-acre site of the present campus to Rose in order that the school might move from the original campus at 13th and Locust streets in Terre Haute. The gift of the land was made in honor of their parents who emigrated from Germany to settle in Terre Haute and found a business.

One of Hulman's first associations with the institute came shortly after his graduation from Yale where he was tapped for All-America honors by the revered Walter Camp. During the first two football seasons following his return to Terre Haute after college, he coached the Rose freshman football team to undefeated seasons and assisted head coach "Hezlip Here" Clark with the varsity team.

Hulman was elected to the institute's Board of Managers in 1946 and two years later served as chairman of the fund drive to build Shook Memorial Fieldhouse.

More recently, the Hulman family was instrumental in the construction of the union building, which honors Mr. Hulman's mother and father, Grace and Anton Hulman.

In 1971 the Hulman family donated the assets of the multi-million dollar family foundation to the institute. The Board of Managers voted to change the

name of the college to Rose-Hulman Institute of Technology, thus joining the names of the great 19th and 20th century benefactors on the school's banner and seal.

He currently is serving as honorary chairman of the final phase of the Centennial Development program which is to supply funds for a Learning Resources Center (currently under construction), a recreation complex and other campus improvements.

Hulman will receive an honorary Doctor of Laws degree from Rose-Hulman—the third honorary degree conferred on the Terre Haute civic leader. He previously was awarded honorary degrees from Indiana State University and Indiana University.

In conferring the degree on Dr. Hazzard, the institute is recognizing the historical tie between the two great privately supported engineering colleges and the contributions of Dr. Hazzard as a teacher, administrator and engineering researcher.

A native of Cortland, N.Y., he earned the B.S. and M.S. in mathematics and physics from St. Lawrence University in 1936 and 1938 respectively. He stayed on at St. Lawrence University as a teacher of mathematics and physics and subsequently earned his Ph.D. in experimental physics and physical chemistry at Cornell University in 1947.

From 1954 through 1955, he was university representative (1954-62) and manager of the research personnel section (1952-62) for General Electric Research Laboratory.

Dr. Hazzard later served as associate provost and vice chancellor for professional schools and research for Washington University until his appointment as president of Worcester Polytechnic Institute in 1964.

Rose-Hulman centennial celebration, planned by a steering committee comprised of alumni, students, faculty and administration is avoiding what the committee calls "cheapinsel and junky gadgets" in favor of an expanded "family reunion and birthday anniversary party."

Rose-Hulman likes to think of itself as a family and not merely an institution. Saturday's kickoff convocation and subsequent events celebrating the school's founding in 1874 should tend to strengthen already strong "family ties to 'Dear Old Rose'."

Community Affairs File

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TERRE HAUTE, INDIANA

Hulman Sees To Smallest Of Details

T.H. Trib. 5/19/66

Twenty years of attendance can give a man quite an education about the Indianapolis Motor Speedway. But no man's Speedway schooling could be considered complete until he takes owner Tony Hulman's one-hour chef's tour.

It is only then that one can realize that magnitude of the operation and of the mind and man who has more to do with creating it than most probably realize.

The Speedway belongs to Tony Hulman, but it belongs to him in more than just the deed. Most men in their lives have a project, an expression of their creative mind—even if it only a backyard vegetable garden.

Hulman's pet project is the Speedway, and even the most minute details of the operation get his tender, loving care.

For those who meet him for the first time or observe him from a distance, he might well appear to be an aging, wealthy industrialist who manages to get around to each of his many possessions once a year to say hello to a few old cronies.

Nothing could be farther from the truth. He is a wealthy industrialist, but that's where the above description stops.

It's no secret that Tony is getting older, all of us do. But after following him to the top of a grandstand at his two-steps-at-a-time gait, it would take a brave man or a well-trained athlete to call Tony aging.

The schedule he keeps would leave most "young" men panting, but it does not seem to bother Tony. He checks in at the track nearly every morning, spends much of the day doing office work and then dashes off to a myriad of 500 Festival social activities nearly every evening.

It only appears that Tony comes to the track just a few days a year. Actually he is there just about every day, but some days he never makes it out of the office.

"Won't Let Me Out"

It can be said that he spends more time at the track and sees less of the actual pre-race and race activity than just about any other person on the grounds.

When he does get to make a tour of the garage- and pit areas, he speaks to more than a "few old cronies." He knows a good percentage of the race drivers and crews, and no driver or mechanic is there long before he is able to recognize the boss."

Tony doesn't walk fast. He can't. Every step brings someone else to say hello to, and Tony never snubs anybody. In fact, he is just about the easiest person in the place to talk with.

When walking along with

someone, he has a habit of taking his companion by the arm in a fatherly manner that makes even the smallest person feel that he really is in with "the man."

Upon arriving at the track to start the day, he normally reports first to the main Speedway office near the main gate

at 16th St. and Georgetown Rd. Some days, he never gets past that point.

"Some days I just have to find some out of the way, quiet hole in order to get work done," he stated.

His problem is that he is the constant target of favor

seekers, ticket seekers, status seekers, autograph seekers and just about anybody else under the sun wanting nearly everything under the sun.

Despite the interruptions and intrusions, he still manages to keep abreast of what's happening, be it grandstand construc-

tion or a fast lap by a hot new rookie.

Which Car?

As far as the racing goes, Tony is not much different than average enthusiast. He spent the early part of this May collecting opinions on whether Mario Andretti would run the

Lotus - Ford or Brawler - Ford.

But his real love is developing the spectacle and the plant that serves as its setting.

Nothing escapes his sensitive detail the type of construction used in every new stand, and there isn't a blade of grass on

the place that he hasn't watched and worried about.

Of primary concern to him is the comfort and convenience offered the paying customers. He personally supervises the adding of new rest rooms, improvement of seating, planting infield grass and doing all else to allow as many people as possible to see as much of the race as possible.

New ideas for improvements pop into his head almost by the minute. He is always looking, sizing up, imagining and creating in his mind. If he likes an idea, he tests on the staff. If they agree, the idea becomes reality in a short time.

The motivation for such an all consuming interest goes back to the vegetable garden. For a man of the means and colossal plot like the Speedway to satisfy his creative urge.

The Speedway does satisfy him, although he does admit that, "If we had known the size it would get to be, we would not have done many things the way we did them."

Satisfaction

A note of satisfaction and pride can be detected in his voice when he talks about the staggering water bill at the end of the month or the half a day a year that the Speedway's 500 or so acres becomes a metropolis of between 275,000 and 300,000 people, complete with births, deaths and "damn near anything else you can imagine."

On a tour of the track with a newsman once, he stopped to inspect new restrooms under construction, candidly admitting, "I haven't seen them myself. I'm kind of bragging" by showing them off.

While inspecting the facilities, he met with the construction foreman to go over details, constantly checking to see that health laws and the comfort of the fans are met.

In a day's time, his planning will leap forward by a year or more, or it will drop down

the present as he sees a project through to its conclusion.

Already this month, he has ordered the steel to be used in the construction of two new grandstands for 1967. He has also inspected the infield situation and has begun to turn out ideas for the improvement of that part of the plant for next year.

Better Than Ever

The grounds this year are in better shape than they ever have been, and Tony has changed the course of a creek, paved roads and built bridges to put things in top condition.

He'll keep doing it in the future. Crowds will continue to grow to staggering totals, seats will approach the quarter-million mark, speeds will steadily climb. On each of the changes, Hulman's personal touch will appear.

And he will be satisfied with the growth. He enjoys building big things — big things that bring pride and pleasure to the hearts of Hoosiers.

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Hulman, McMillan Feted

Is MAR 28 1976

The world of sports today knows Tony Hulman as the man who made the Indianapolis 500-mile auto race the largest and most spectacular sporting event in the world.

But long before Hulman purchased the Indianapolis track in the 1940s after World War II, Tony was a star football player at Yale University in 1921, 1922 and 1923.

Hulman will be installed as a member of the Indiana Football Hall of Fame at a dinner event set for April 5, at Hulman Center. Eleven other residents also will be inducted into the Hall, located in Richmond, at the coming event.

One of them is the late Vernon (Mac) McMillan, former president of the McMillan Athletic Good Co. and mayor of Terre Haute from 1942 through 1947.

The other inductees are Earl Pike, former Garfield and Clinton coach; Vane R. (Rusty) Rutherford, who coached at Sullivan and Wiley; Pete Varda, who coached in the Valley at Schulte, Brazil and Honey Creek; Bob Nesbit, former sports editor of The TRIBUNE; Garland Frazier of Cataract Lake, former college coach at Wabash and Hanover; Jim Conover, former Garfield principal and well-known football referee; Dr. Paul Humphrey, all-Big Ten center at Purdue; Richard Martin, former Wiley and Bicknell coach; Paul Moss, former Purdue all-America, and Charles (Cocky) Bush, former star quarterback at Indiana State and football coach at Marshall.

The Hall of Fame dinner is open to the public and many gridders who played under the coaches to be honored are planning to attend the rally. Tickets may be obtained at Hulman Center, at the Saratoga

Cafe, or by contacting the ticket chairman, Bill Giffel, 2324 N. 7th St.

Hulman was an avid competitor and enthusiast in all sports since his boyhood days. His career in football reached its peak when he gained All-America honors as an end on the undefeated Yale University eleven of 1923. He was also given honorable mention on Walter Camp's All-America team of that year.

As a boy, Tony attended St. Benedict's School here, and became a star prep athlete at Lawrenceville, N.J., and Worcester Academy, Worcester, Mass. At Worcester, Tony was named the best schoolboy pole vaulter in the United States by the Amateur Athletic Union. A year later he was placed on the same mythical team in the high hurdles.

Tony also gained high honors in track at Yale as well as football. He competed with the Yale team in an international track meet at Boston when the combined Yale-Harvard squad met the Oxford-Cambridge team from England. In 1923 he won the international high hurdles championship in a similar meet held at Wembley, England. He was also a member of the 1924 Yale squad that won the Intercollegiate Track and Field championships.

Returning to Terre Haute to launch his business career with Hulman & Co., Tony also found time to serve as freshman football coach under Heze Clark at Rose Poly. He also aided Clark with the varisty line. The Rose Modulus of 1926 had high praise for Hulman's work with the Rose gridders.

While Tony Hulman's career has been active in many worthwhile activities, his development of the Indianapolis

Motor Speedway certainly has been the most singular and outstanding achievement in his life and has gained him international fame in the sports world.

Hulman also is an ardent hunter and deep sea fisherman. He was a member of the U.S. Tuna Team from 1949 to 1952 and was captain of the 1952 team that won this international deep sea fishing event at Wedgeport, Nova Scotia. He also served as state chairman of the Olympic Games Committee.

In the scholastic world, Tony has received the honorary degree of Doctor of Laws from Indiana State University, Indiana University and Rose-Hulman Institute of Technology.

Vern McMillan came to Terre Haute in 1915, fresh out of Baker University in Kansas, where he was a star quarterback and captain of the football team. "Mac" joined the bicycle and motorcycle firm headed by his uncle, J. Ed. Sayre, and competed in some motorcycle events around the state.

He was known as the only rider to climb the steps of the Vigo County Courthouse on a motorcycle. Mac met the great Cannonball Baker, a cycle champ who later set coast-to-coast records and also drove in the "500", and they were lifelong friends.

After establishing the McMillan Athletic Goods Co., McMillan also found time to serve as a well known football referee in high school and college games for 20 years. But his greatest contribution to the football world was the development of a football face guard.

It was made of round steel bars and covered with latex rubber protection material. He also patented the first table model ball inflator now used by

nearly all schools around the country.

In 1931 Mac originated the slogan "It Pays to Play," which became the official slogan of the National Sporting Goods Association. He was recognized by the Association as the "nation's outstanding promoter of Amateur Sports among dealers in 1940."

McMillan was elected as mayor of Terre Haute in 1942 and served five years due to the war. Perhaps his greatest contribution to the city came when he approached Hulman about providing the ground for Hulman Field.

The two men took pride in seeing the facility develop into one of the best in the country for a city of the size of Terre Haute.

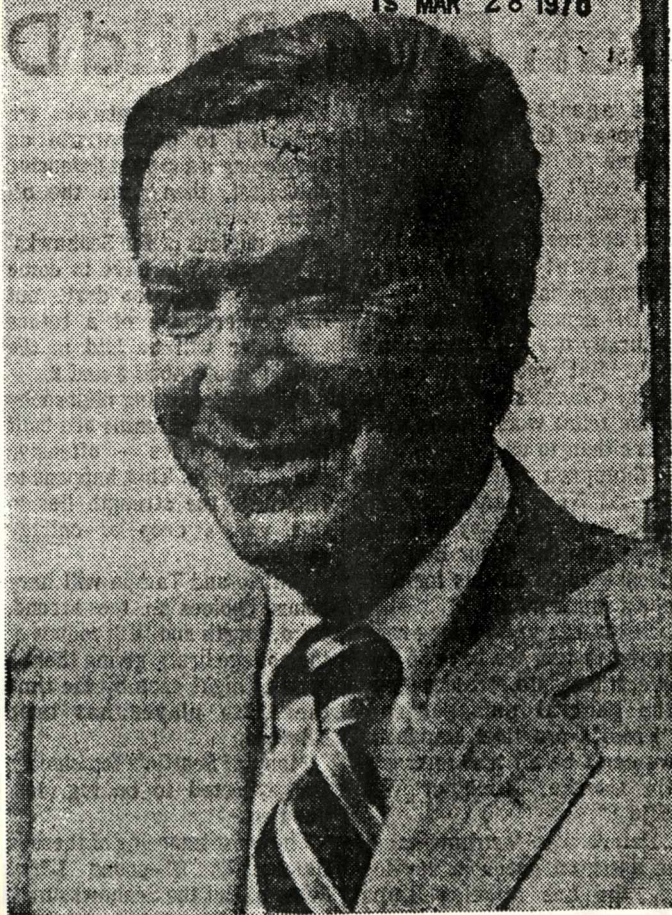
It was also during McMillan's administration that Memorial Stadium was remodeled into a modern baseball stadium.

Community Affairs File

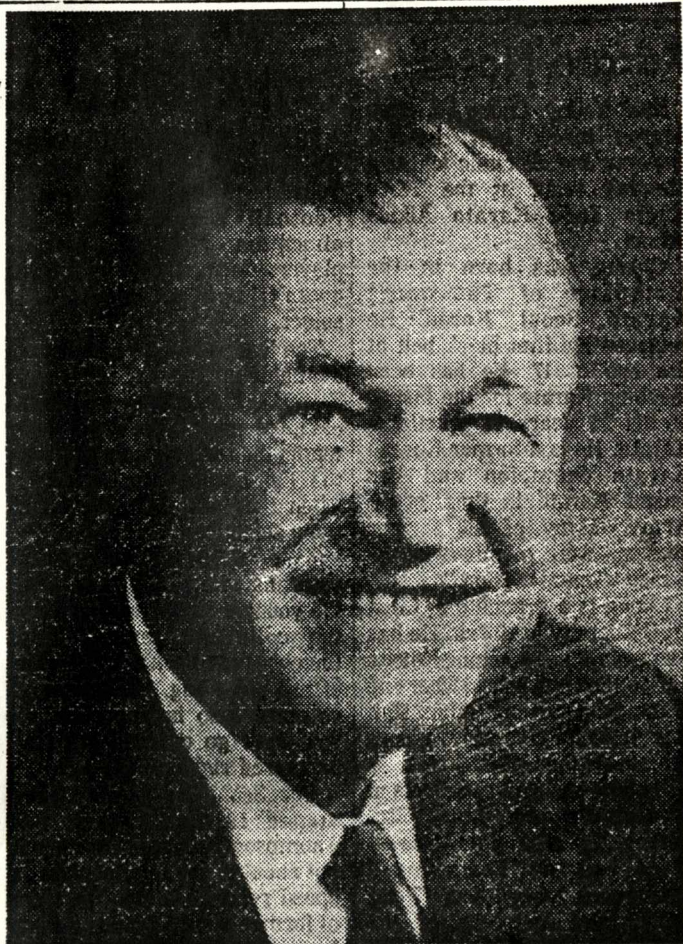
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TONY HULMAN



VERN McMILLAN

EDITORIALS OF THE STAR

Where there is no vision, the people perish, but he that keepeth the law, happy is he.—Proverbs 29:18.

Tony Hulman's '500' Most Remarkable Sports Event

Back in the World War II days the Indianapolis Motor Speedway was a rundown sort of place, full of bleachers with ancient-looking wooden beams and the grass overgrown a bit due to the wartime moratorium on racing. It all seemed a bit antique — even the owners seemed from another era, although Capt. Eddie Rickenbacker, World War I ace, was to go on full speed for decades longer.

Anyway, it seemed a plant whose time maybe had come and gone. After all, the jet plane was succeeding the auto, and all that. But there was one chap who still loved the "vroom" of auto engines, the smell of hot oil and the whine of tires around the track.

Of course we know who this was — Terre Haute's Anton Hulman Jr., "Tony" for short. He was willing to take over the rundown track—and he didn't do it to preside over the shutdown of the famous "Indy 500" but to get it full-throttle again.

This he did. It's too bad some of the younger folks can't remember the old plant. There's no comparison now, with the fine new steel bleachers and the new central "pagoda." The old "brickyard" is now only a yard of brick near the finish line. Speeds that long hung close above 100 miles an hour now are crowding 200.

Because he was in tune with the enthusiasms of America—the whole nation is car crazy, and has been for over a half century—Tony has made a continuing success of the place.

This has taken a lot of doing by Tony and his associates, among them many Terre Hauteans. Everything about the place has been transformed. There's a fine auto museum now too, and an excellent motel in the southeast corner of the grounds.

All across the United States the "Indy 500" remains tops in auto racing—although this racing itself has expanded into many forms, north and south and east and west.

Obviously the "Indy" has made money, but it's a safe assertion after watching Tony in action at the famous track, that his love of the

place came first and money very much second.

Here we come to a subject for which we are much indebted to Bob Collins, sports editor of the Indianapolis Star. He points out in a recent column that the "Indy" accounts for nearly half of all the prize money paid out in United States championship racing — \$1,015,686 out of \$2,344,488 in 12 such contests. The winner's share this year at "Indy" was \$245,031.52 — nearly as much. Collins points out, as the total of \$300,000 for all prizes at the Ontario 500. Even last place this year at "Indy" got \$13,774.41.

Yet with all this, 12 of the finishers at this year's "Indy" didn't show up for the million-dollar "Victory Dinner" following the race. Some of them, of course, collected substantial amounts of prize money. Yet they didn't show up for the festivities.

Well, that's regrettable. They ought to know that the race is much more than just going through the bare events and picking up the money. It's an all-American affair showing our delight with the auto and joy with the speed and power it brings.

And the race, too, is a tribute to Tony Hulman's faith in the historic event and place and to his enthusiasm, work, worry and devotion far beyond a mere business enterprise.

Fortunately, there are many not only in his home town but also in Indianapolis, the nation and worldwide, who understand this and are grateful.

With no question about it at all, we can say they appreciate the big event and big day made possible by Tony Hulman, and we can pass along their thanks, plus their encouragement (and likely he has plenty of determination anyway) to stay with it.

Our love affair — and Tony Hulman's — with the auto and auto racing are far from over. The sport will change, but it will go on.

Long may it wave! And regards to Tony!

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Hulman Gift Of \$1 Million Big Boost

By CAROLYN TOOPS
Tribune Staff Writer
MAR 2 1973

Mr. and Mrs. Anton Hulman Jr. have given \$1 million to Rose Hulman Institute of Technology.

The gift, announced Thursday by President John A. Logan and Benjamin G. Cox, chairman of the Board of Managers, is part of a \$5 million Centennial Fund-raising campaign that is the final phase of the engineering college's 10-year development program initiated in 1964.

The public phase of the current \$5 million campaign got under way today with a noon kickoff luncheon on the campus.

The Hulmans two years ago donated the entire assets of the Hulman Foundation to the Institute, which essentially doubled the total value of the school's endowment and physical plant at the time.

Rose-Hulman officials noted that the Hulman gift of 1971 was included in the endowment fund, with the returns to be used for maintenance and operation of the school through the years, not for new facilities. That gift came at a time when universities and colleges across the country were in dire need of endowment funds to help maintain their institutions.

One of Indiana's most prominent leaders in business and industry, Hulman is president of Hulman and Company of Terre Haute, a pioneer wholesale food distribution firm, and also is president of the Indianapolis Motor Speedway, home of the world-famous Indianapolis "500" Mile Race.

Plans for the \$5 million expansion and improvement program include construction of a \$1.2 million learning resources center, a \$2 million recreation complex, with \$1.8 million earmarked for improvements to existing facilities.

Board Chairman Cox and President Logan said that immediate plans to carry the campaign to 30 major cities and areas of concentration of alumni and business during the next six weeks in an attempt to secure the remaining \$4 million of the goal.

In making the announcement, Dr. Logan sat at the desk used by the late Chauncey Rose, pioneer Terre Haute industrialist and philanthropist, who provided funds in his will for the



MR. AND MRS.
ANTON HULMAN JR.



DR. JOHN LOGAN

Continued On Page 2, Col. 3.

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operation of the Institute.

The \$5-million push for funds is the final phase of the men's engineering school's 10-year development program begun in 1964. Scheduled for completion in 1973, the campaign will provide needed capital improvements and additions which will keep the Institute in its position of pre-eminence as it enters its second year of service in 1974, they said.

A total of \$1.2 million of the expected revenues is designated for a new learning resources center which will include a library to hold an additional 30,000 volumes, audio-visual center, language laboratory, seminar rooms and an archives room.

Another \$2 million is earmarked for a massive recreation complex to include an intramural gymnasium, olympic-size swimming pool, four handball courts, weight and wrestling rooms, additional showers and locker areas and other facilities.

Finally, \$1.8 million will be used for academic and general campus improvements to include continued remodeling of academic facilities, purchase of laboratory equipment, renovations to the main building, upgrading of utilities and other physical plant improvements.

In announcing the final phase of the Centennial Development program, Cox said, "This decade of development to close the first century for Rose-Hulman has been accomplished as planned — increasing the academic population to accommodate 1,000 students, together with assuring financial stability in maintaining and operating an educational institution of the unexcelled quality and reputation of Rose-Hulman."

"In order to provide the tools by which continued excellence in the second century may be motivated and guaranteed, substantial capital investment in critically needed major facilities is now of prime concern.

"To provide this capital investment is the basic purpose of our Centennial Campaign—to 'cap off' or 'put the lid on the jar' of our excitingly successful first century and to premiere an equally challenging second century. I am confident that the challenge will be met by our alumni and friends."

The Centennial Development Program has provided a 10-year, multi-million dollar plan to facilitate and enhance Rose-Hulman's commitment to quality undergraduate education in engineering and science.

This long-range program is in keeping with Rose-Hulman's design to remain small, progressively conservative and independent. Early objectives of the program, solidly endorsed by alumni and friends alike, are now realities.

These accomplishments include a planned increase in enrollment from 650 to 1,050 students and a corresponding increase in faculty characterized by their dedication to undergraduate instruction.

Capital improvements at Rose-Hulman, during the last eight years have amounted more than \$5 million. These include \$5 million in upgrading academic facilities in the Main

Building, construction of the \$1.2 million Hulman Memorial Union, three new dormitories, Crapo Hall classroom building, a laboratory building for mechanical and civil engineering, and other campus improvements.

In summary, President Logan said, "For the past 100 years the Institute has put primary emphasis 'on people and not things' and has operated on what might be called Spartan simplicity. We now need facilities to match the quality of our student body and faculty in order to remain competitive in the years which lie ahead."

\$20-Million Park

Hulman Project Near Speedway

A \$20-million research and development park, a new Speedway museum with a heliport and new Coca-Cola and Firestone Tire and Rubber Co. plants on a 247-acre tract of land at Indianapolis were announced Saturday by Anton Hulman Jr., Indianapolis Motor Speedway owner.

The complex will be located northwest of the famed 500-mile speedway and construction is expected to begin on the first phase of the project before Spring.

Included in the first project will be a \$4 million Coca-Cola plant, the museum and a new Firestone plant for the firm's Indianapolis-based racing division.

Plans for the development were filed with the Metropolitan Plan Commission at Indianapo-

lis, Friday by the developer's attorney, William F. LeMond. The tract is bounded by Georgetown Rd. on the east, 30th St. on the north, 25th and 26th Sts. on the south, and Moller Rd., and Lyndhurst Dr. on the west. A hearing on the Developer's rezoning proposal is set for Feb. 15.

New Coca-Cola Plant

The new Coca-Cola plant, which would replace the firm's present plant at 800 Massachusetts Ave., may be completed before the end of the year, LeMond said. Hulman is president of the Coca-Cola firm.

Initial investment in the park will be \$5 million, and total investment in the project could reach \$20 million, he said.

The park is envisioned as a center for research and development in the auto racing industry. In addition to Firestone, "another major rubber company" may establish operations at the park, LeMond said.

Design plans for the new Speedway museum are indefinite, but the structure might be completed in time for the 1968 race, LeMond said.

Provision of another major entrance to the Speedway is keyed to the development plans.

Plan Link to Track

The Museum will be linked to the entrance by a pedestrian walkway over or under Georgetown Road, and the museum's helicopter pad will enable race fans to fly to the museum and walk to the track, LeMond said.

A second helicopter pad to serve firms located in the park also is planned.

Two plans for the park were submitted. The second makes allowance for a proposed Georgetown Road-Lyndhurst Drive expressway which would slice through the park site on a northeast-southwest diagonal. The Metropolitan Thoroughfare Authority has not yet decided whether to build the expressway.

The primary development site consists of 157.5 acres. An additional 88.5 acres to the west is reserved for future development.

The land, which now is unoccupied and zoned for agriculture, probably will be leased by Hulman, LeMond said.

The entire tract is within the town limits of Speedway.

All structures in the park will be designed to conform with requirements for light industrial use zoning.

Plans for Site

Buildings will be set back 150 feet from streets and truck parking areas will be enclosed, LeMond said.

The project also includes a large grassy area facing Georgetown Road which will provide parking for 450 cars when the track is open.

Plans show that as many as 23 research and development buildings could be built on the 157-acre first-phase tract.

The new museum will provide room for exhibitions of Hulman's entire collection of more than 100 antique cars. Much of the collection now is in storage because of space limitations at the present museum.

Future plans for the present museum are indefinite, but it will be used for something which will not add to traffic congestion in the track area during May, LeMond said.

The present Coca-Cola bottling plant will be vacated and probably will be sold.

The present bottling plant is overcrowded and obsolete because of Coca-Cola's recently launched canning operations, LeMond said.

Raymond O. Lee, assistant director of the Metropolitan Planning Department, advised planners of the development on local traffic problems, LeMond said.

Detailed site planning and engineering for the development is being done by Paul I. Cripe, Inc., of Indianapolis.

Stuart P. Walsh, a San Francisco industrial park planner, acted as special consultant to the Cripe firm.

Dagget, Naegle and Associates, Inc., of Indianapolis, are architects for the project.

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